# CYCLE NEWS®

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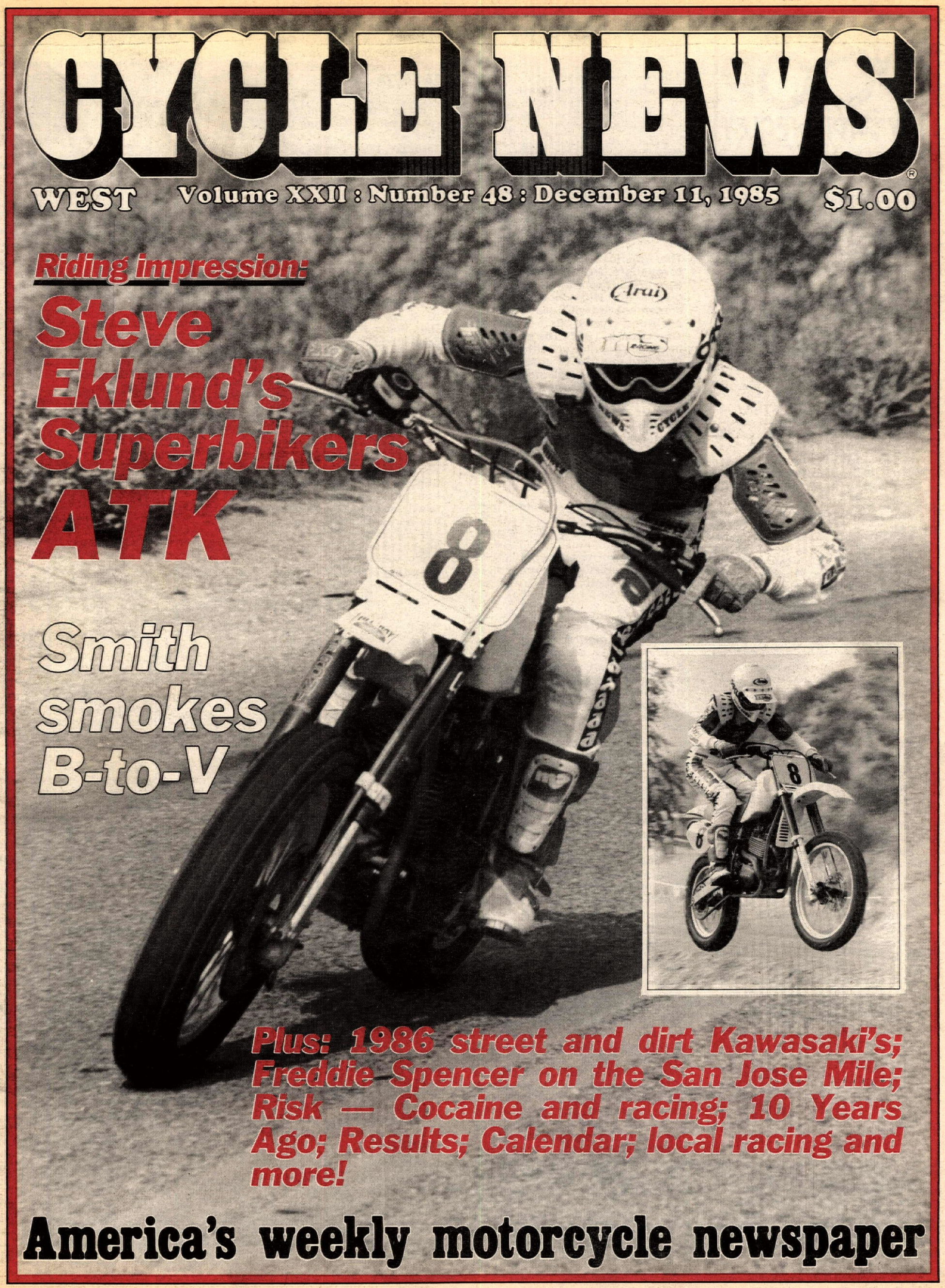



Riding impression:

## Steve Eklund's Superbikers ATK

## Smith smokes B-to-V

Plus: 1986 street and dirt Kawasaki's; Freddie Spencer on the San Jose Mile; Risk — Cocaine and racing; 10 Years Ago; Results; Calendar; local racing and more!

America's weekly motorcycle newspaper

# The Latest POOP BY PAPA WEALEY

**Three-time World Champion Kenny Roberts will join Eddie Lawson and Randy Mamola in Bologna, Italy on December 7-8 for the Italian version of the Superbikers event that Lawson recently won in Carlsbad, California. Roberts will most likely be aboard a Yamaha XT600 while Lawson will opt for a YZ490; Lawson tuned up for the event by finishing 21st overall in the November 30 running of the Barstow-to-Vegas off-road race while Roberts has been practicing at his ranch in northern California.**

Yamaha's FZ750-based desert racer made its debut recently in the Rallye D'Algerie in Algeria with Jean Claude Olivier, the head of the French Yamaha importers Sonauto, at the controls. The bike, however, suffered a broken swingarm that forced an early retirement.

**Eddie Lawson's Marlboro/Yamaha 1985 teammate Raymond Roche is rumored to be on the verge of signing with the French Honda team after being replaced on the Yamaha squad by England's Rob McElnea.**

An item appearing in the poop section of our December 4 issue incorrectly labeled Yamaha's Mark Porter as Mark Potter. Porter, the assistant manager of Yamaha U.S.'s engineering department, was recently honored by the Los Angeles Trade Tech Community College as their outstanding automotive department alumnus.

**A Honda VF500F belonging to American Honda Road Racing Manager Udo Geitl was stolen the morning of November 21 while it was parked at Long Beach City College in Long Beach, California. The bike, carrying license plate number 342174B and frame number JH2PC1216FM101148, was near new. Anyone with information concerning the theft should contact American Honda at 213/604-2455.**

During recent tests at Daytona International Speedway, American Honda's road racing team found that the 1986 VFR750-based Superbikes have more top speed than the team's 1985 VF750F-based machines. During the test session, 250cc and 500cc World Champion Freddie Spencer lapped the Speedway in one minute, 55 seconds, fast for a practice session. Spencer tested tires in a follow-up session with his NSR500 Honda V-four at Rosamond, California's Willow Springs Raceway on November 20 and 21.

**The Kerker West Coast Superbike Series and Honda 500 Interceptor Series awards banquet scheduled for December 12 in southern California has been cancelled. The awards for those two series, which were run in conjunction with AFM road races at Willow Springs International Raceway, will be given out at the AFM, Los Angeles Chapter banquet planned for January or February. More information is available from the AFM at 213/865-1523.**

The Honda four-stroke ridden to second overall at Barstow-to-Vegas by Team Honda ATC race mechanic Chuck Miller was the same bike ridden by Ricky Graham at the Camel Pro Series Peoria TT and at the ABC Superbikers race. The machine, originally built for Ron Lechien to ride in a four-stroke motocross, was converted back to motocross form after the Superbiker's race; it features a works 660cc engine prepared by Team Honda's Rob Muzzy.

**The American Federation of Motorcyclists (AFM) and Willow Springs International Raceway owner Bill Huth have reached agreement and will run a $75,000-cash-and-prizes-purse Formula One series in 1986. The series will be run in conjunction with regularly-scheduled AFM road races; 1986 AFM race weekends include Saturday practice; the dates are February 22-23, March 22-23, April 26-27, May 24-25, June 28-29, July 19-20, August 23-24, September 20-21, October 25-26 and November 22-23. More information is available from Willow Springs at 805/256-2471.**

Stadium Motorsports is conducting a talent search for an up-and-coming supercross announcer to join Larry Huffman's announcing team for the Anaheim Supercross on January 18; send voice tapes and information to SMC at 22941 Mill Creek Drive, Laguna Hills, California 92653.

**The Oakland (California) Motorcycle Club is mounting a drive for new members, according to Publicity Chairman Bruce King. Membership in the AMA-affiliated organization is open to all motorcycle enthusiasts. Meetings are held each Wednesday at 8:30 p.m. at 742 45th Ave., Oakland, California. For more information, phone Mark Norris at 415/537-5392 or contact King at 415/835-8521.**

Team Honda engine builder Rob Muzzy will become an independent contractor in charge of preparing and tuning Wayne Rainey's Superbikes starting January 1. Muzzy is leaving full-time, in-house employment with the firm after two seasons developing and preparing dirt track and road racing engines.

**The 1986 Continental Motosports Club (CMC) Skoal Bandits Golden State Nationals motocross series will get underway January 4-5 at Quail Canyon in Gorman, California. The eight-race series, sponsored in part by U.S. Tobacco, U.S. Suzuki Motor Corp., and Lancer Sportswear, will travel through California during the months of January, February and the first weekend of March. According to CMC officials, $500,000 in purse, products and prizes will be posted for sportsmen and professional racers in the series. Information on the series is available through the "GSN Hot Line," a recorded phone message service that is updated every 24 hours. The hot line number is 714/261-6116.**

The December 2 issue of Sports Illustrated included a four-page story on Camel Pro Series Champion Bubba Shobert. The coverage, written by Sam Moses, was arranged by Shobert's manager, Doug Gonda.

**The Checkers Motorcycle Club will hold a trophy presentation for the 1985 Check Chase on December 18 at noon in Simi Valley, California. For more information call 805/584-6975.**

"Factory Fitness," a seminar on motocross training, featuring trainer/author Jeff Spencer, will be presented Saturday, December 14 at the Country Courthouse in Riverton, Utah. The three-hour seminar will feature a slide show narrated by Spencer that illustrates the proper procedures in training for motocross competition. Interested riders must pre-register by December 11. The seminar is limited to 40 students and the cost is $7 per student. Spencer is the author of "Total Training for Motocross" and "Trainer." The Country Courthouse is located at 10300 South Redwood Road. For more information, contact Dale Bohm at 801/359-8711 (work), or at 801/572-5532 (home).

**Haruhisa Mochizuka, who works in the parts department of U. S. Suzuki in Los Angeles, California, recently missed the $2 million slot when he spun the state's lottery wheel, but he did win $50,000. The 36-year-old La Mirada, California resident said he bought $50 worth of lottery tickets before hitting the $100 winner that landed him on California's "Big Spin" television program. Mochizuka will use part of his winnings to bring his parents from Hamamatsu, Japan, to La Mirada for a visit. The lucky winner has no immediate spending plans for the rest of the money.**

A story printed in the November 1 San Francisco Chronicle says that a University of California study found that motorcyclists' injuries cost the State of California $65 billion a year in hospital bills. The story begins, "Seriously injured motorcyclists run up an average hospital bill of $17,704; more than half of them were drunk at the time of the accident, and taxpayers pay most of the cost, a University of California study concludes." The story later quotes the UC Davis Medical Center chief of the orthopedic trauma unit, Dr. Timothy Bray, as saying, "There are two groups of motorcycle riders. There are the motorcycle commuters, who go to work every day just like the rest of us, except they ride a bike, and those guys are pretty safe. They are not the problem. Then there are the nighttime bikers. They go out at night, drink and party, and then get out on the freeway and go like hell so they can wind up in the hospital, or dead."

**"I am pleased to announce that I have accepted a position as a development rider and technical representative with KTM America," said Kevin Hines, a former member of Husqvarna's enduro team. "I will be riding selected National Enduro and Hare Scrambles rounds as well as special events." According to KTM's Paul Clipper, Hines will also assist KTM 500cc GP MX team member Kees van der Ven in the upcoming Florida Winter AMA MX Series.**

The Royal Society of Canada Commission on Lead in the Environment disagrees with the U.S. Environmental Protection Agency's claims of adverse health effects when low levels of lead are found in the bloodstream. An interim report by the commission released in September concludes that planned reductions in gasoline lead levels in the U.S. by the EPA are unneccessary in light of medical evidence which suggests that low lead levels in blood do no harm to individuals. The scientific investigation revealed no health concerns for reducing lead levels in gasoline below 1.1 grams/gallon. Even though EPA staff and consultants testified before the Royal Society Commission, the commission concluded that the information presented by EPA officials did not justify the types of actions taken in the United States. In the U.S., the EPA reduced gasoline lead levels from 1.1 grams/gallon to 0.5 grams/gallon, effective last July, and a reduction to 0.1 grams/gallon will go into effect January 1. The EPA also has issued a notice of proposed rulemaking calling for comments on a ban on lead in gasoline as early as 1988.

**The ninth annual Score Off-Road Equipment Show, which will be held at the Anaheim Convention Center June 20-22, will almost double in size over last-year's event, according to show director Alex Xydias. Billed as the world's largest off-road equipment Exposition, the 1986 show boasts 200,000 square feet of exhibit space filled with the latest parts and accessories for ATVs, minitrucks, pickups, four-wheel-drives, vans and buggies, plus the latest vehicles from major manufacturers. For more information on the Score Off-Road Equipment Show, write Xydias at P.O. Box 6819, Burbank, California, 91510, or phone Xydias at 818/768-2914.**

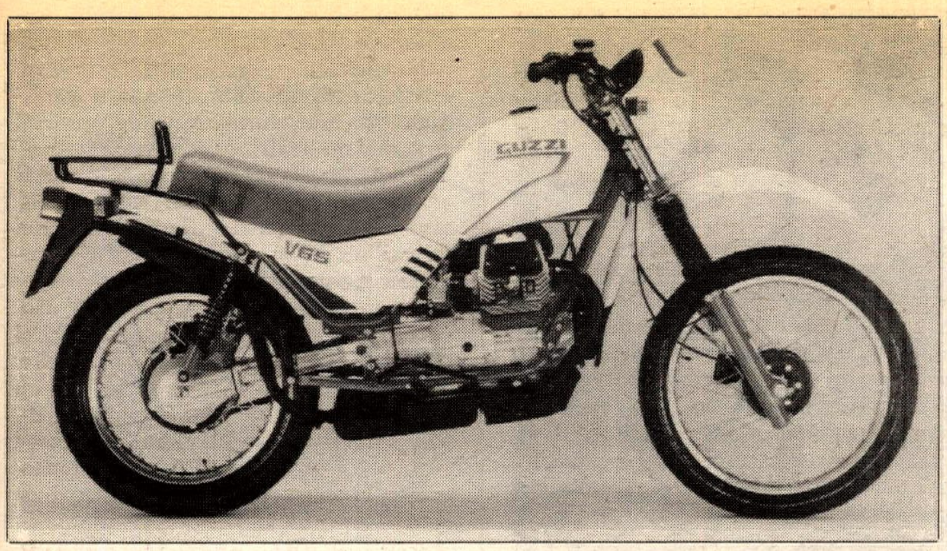
The Radar Association Defending Airwave Rights, Inc. (RADAR) has created a video cassette entitled Radar on Trial. The video documents the history of radar and the problems that cause faulty radar readings. In addition, the tape shows a typical radar speeding trial in traffic court and explains how to establish a specific defense; the tape will be available on November 1 by sending $34.95 plus $2 handling to RADAR, 4949 S. 25A, Tipp City, Ohio 45371 or by calling 1-800/448-5170.

**A review of the T. Kida of Santa Monica's Grand Prix video tapes that appeared in our December 4 issue incorrectly listed the selling price of the videos at $29.95 when the actual price is $39.95; for more information call T. Kida at 213/452-5410.**

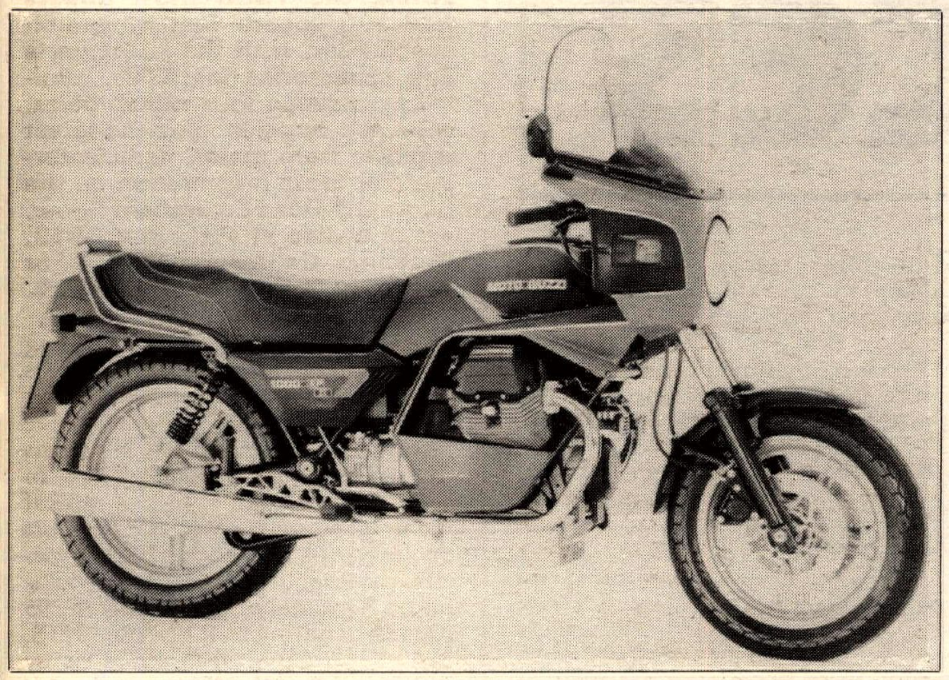
KTM's 500cc water-cooled, four stroke LC4 is still undergoing development and engineers at the Austrian factory say it will probably be a year or so before it becomes a production model. That won't stop KTM from fielding a prototype for Dutchman Kees van der Ven for the Le Touquet Enduro, the Dutch beach race which van der Ven has won four times, this coming February.

**KTM's works 250cc MXers will feature power valves this year and engineers at the factory say the 1987 production 250s will get the power valve treatment.**

KTM wants to know if there is any interest in big-wheel (21-inch front, 18-inch rear wheel) minibike racing in the this country. The firm is not alone in producing big-wheel minibikes which are raced in virtually every country except America, and help young riders change from minibikes to 125cc machines. If you're interested, either as a racer or race promoter, drop a line to Jack Lehto, KTM America, 1906 Broadway, Lor-




**Benelli/Moto Guzzi North America has announced that two new Moto Guzzis will be available to the U.S. market in the spring of 1986. (Above) The V-65 TT is Moto Guzzi's entry into the dual-purpose market. The TT (TT standing for Tutto Terreno, Italian for all-terrain) features a 643cc V-twin engine, Marzocchi suspension, disc brakes front and rear, and shaft drive. Claimed dry weight is 363 pounds. Suggested retail for the V-65 TT is $3125. (Below) The 1000 SP II (SP standing for Spada, sword in Italian) is a sport touring model which features a 949cc V-twin engine, a claimed dry weight of 465 pounds, and a 16-inch front wheel. The 1000SPII will have a suggested retail price of $4512.**



ain, OH 44052, or tell your KTM dealer to relay word of your interest to KTM America.

**Multi-time MX Champion Bob Hannah and Dutchman Kees van der Ven will meet up in the upcoming 16th Annual Florida Winter AMA MX Series in January. Hannah will use the series to dial in the new Suzukis while KTM's van der Ven, an acknowledged sand riding master, plans to use the series as training for his GP season.**

Miller High Life Beer will no longer be associated with supercross in 1986, according to Stadium Motorsports. The beer company's marketplace competition has forced an advertising strategy realignment. •

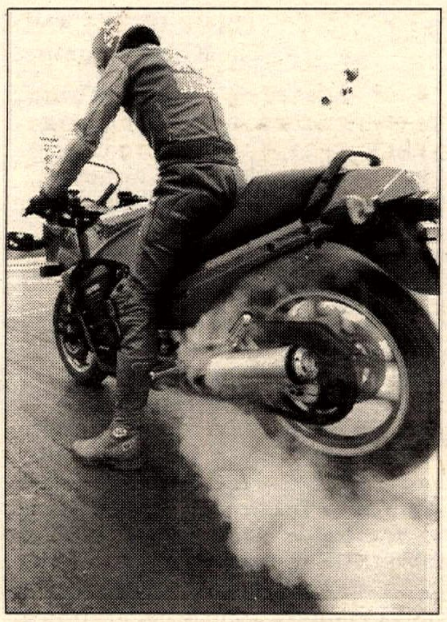
## MOTORCYCLE INDUSTRY CHANGES

***Promoted*** By Sears Point Raceway, Mary January, to Vice President; January was formerly the director of marketing.

***Folded*** Black Biker magazine, as of November 25, according to West Coast Editor Don Parker, who is now looking for a job and who can be reached at 714/761-7953. •

## RISK

**By John Ulrich**



### Cocaine

It seems to me that if a racer is paid to race, he's got a certain responsibility that comes with cashing his first check, a responsibility to not be a total jerk, to not use drugs, to not be an alcoholic, to not engage in criminal activities. The responsibility is to the fans and enthusiasts who make his racing mean something, and to the children of those fans and enthusiasts; without those fans and their kids, without enthusiasts to be impressed by race wins and translate that impression into motorcycle purchases, there would be no reason to race or to pay professional racers. Beyond that, the few guys who have factory support owe it to the struggling privateers who hope to someday be on a factory team not to screw up their factory deals or racing in general.

Which brings us to the alarming news that at least three of racing's brightest stars, all three having enjoyed some measure of factory support in recent years, are confirmed, hard-core, party-down coke heads. Between the three of them, they've won dozens of National races and hauled away hundreds and hundreds of thousands of dollars in factory salaries, bonuses, support; enjoyed the finest machinery on the track and full-time mechanics to prepare and maintain that machinery; been paid thousands in sponsorship fees by aftermarket accessory and equipment manufacturers; won more purse money than the top 20 privateers combined.

This is no mistake. The evidence is in eyewitness reports of specific incidents, in collaborating physical appearance and poor performances immediately following coke-fests, in complaints from a parent of one of the three of a serious coke use problem and a documented trip to a detoxification program by the same rider. Unfortunately, the results of the de-tox trip, while effective, didn't last for long, and now the guy in question is a coke-snortin' ringleader among racers.

All that's kept their names out of the news as being drug abusers so far is the absence of a police report, a bust, a search and seizure at an airport.

Cocaine is nasty stuff. A guy I know transformed himself from an effective, professional, race-winning mechanic into a sniffling, disorganized fool who missed practice sessions and who showed up late for races because he couldn't stay awake 16 consecutive hours. The guy would snort a couple of grams in a day, then drink two six-packs so he could sleep; when he slept, he'd be out for half a day or a day or two days, and his lungs rattled like the description of John Belushi in the book "Wired." The guy built race-losing motorcycles while all the time denying he had any problem and telling friends that he didn't need cocaine and that as long as he got enough sleep, he'd be fine. In the meantime, cocaine took control of his life and made him next to useless in his chosen profession, and nothing anybody could say or do could convince him that something was seriously wrong.

With cocaine, the three young racers are betting their careers; no responsible company, especially not a responsible company based in Japan, will tolerate drug use by racers paid to represent the company and win races.

I am personally offended and saddened that some of racing's finest performers are launching themselves along the same path that led to the ruin of others. Beyond that, I don't know exactly what to say or do about it. What would you do? Something? Nothing? You tell us, and we'll print the best letters in the weeks to come. •

## Guest Editorial

**By Jack Mangus**

In 1978 the weak American dollar forced John Penton to quit importing the Austrian-made motorcycles he had so successfully marketed with his name on the tanks. It was a hard blow for the Mattighoffen, Austria firm of KTM to absorb, but absorb it they did, and now, some seven years later they're on the upswing.

The American market is an important one to a motorcycle manufacturer. Penton motorcycle sales peaked around the 5000 mark in the mid-seventies, but then steadily declined as manufacturers faced the cold hard fact that the dirt bike boom was over. Penton called it quits and KTM was suddenly without an importer in the U.S. They quickly established their Lorain, Ohio-based American arm with Jack Lehto at the helm.

Sales increased slowly but surely until last year KTM America imported and sold over 2000 KTMs. Mr. KTM, Erich Trunkenpoltz, rewarded both the Ohio-based employees and those in KTM America's West Coast facility in San Diego with an all expenses paid trip to Austria. I'm not talking about certain employees; *every* KTM America employee jetted to Austria for a week's vacation.

This year American sales topped the 2600 mark, re-establishing KTM as a force to be reckoned with.

A visit to the Mattighoffen factory reveals new additions under construction; one to house a new electronic dynamometer, the other to allow expansion of KTM's radiator manufacturing division. Radiators are now being made at Mattighoffen for not only their own water-cooled units, but for other firms such as Husqvarna and BMW.

There are no secrets at KTM. Ask a question, you'll get a straight answer.

Will the new water-cooled, four-stroke 500 LC4 be on the market soon? No, probably not for a year.

Has everyone been pleased with the new 80cc minibike? No, we've had complaints about the length of the swingarm, slow revving, and the fact we shipped units to America with the wrong fork springs.

What will be the actual displacement of the new 350? 343cc. Will it have Digital Control, KTM's computerized ignition system? No, it will have a Motoplat system at first and then later it will have Digital Control.

Are there any changes planned for the works GP bikes? Yes, the 250s will have power valves.

Will the production bikes have power valves in 1987? Yes.

Is Heinz Kinigadner, your two-time 250cc MX World Champion, your best source of information as far as rider feedback is concerned? No, Kees van der Ven is the best. He senses things and can put it all into words better than any of our other riders. We expect him to do very well in the 500cc class this year.

Better than Heinz? Yes.

There's much, much more to KTM than just straight forwardness; there's a genuine love of life and the rewards that hard work provide. We do know that KTM will increase their bike sales. It couldn't happen to a nicer bunch of people. •

# CYCLE NEWS WEST

America's weekly motorcycle newspaper

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**ON THE FRONT PAGE: Kit Palmer riding Steve Eklund's ATK on the pavement, (insert) and on the dirt. For riding impression of the Superbiker to motocrosser ATK, see page 6. Photos by Kim W. Palmer.**

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# voices

## B-to-V for asthma

My six-year-old son, Kevin, has been an acute asthmatic since he was six months old. Little Kevin has probably consumed more medication at this point than the average adult consumes in several lifetimes. My hope is that some day, somebody will find a cure for this sometimes-fatal disease.

As a member of the 100s M.C., I am riding in the AMA District 37 Barstow-to-Vegas race on November 30 to raise money for the National Asthma Center located in Denver, Colorado.

The National Jewish Center for Immunology and Respiratory Medicine (formerly the National Asthma Center) is the only hospital of its kind in the United States. In addition to doing research in respiratory diseases, they provide care for acute asthma patients and other victims of respiratory ailments. The center accepts patients of any denomination and charges are based solely on their ability to pay. Nobody is ever turned away.

The center depends on private donations for approximately 40% of their operating costs. Remember, anything you can pledge will help. If 500 of us pledged just 1¢ per mile, we could raise $850; if 500 of us pledged 5¢ a mile, we could raise $4250.

The cross-country course from Barstow, California to Las Vegas, Nevada is approximately 170 miles. Pledges will be accepted in any form. The following are some ideas for making pledges:

1. So much per mile completed (1¢, 5¢, 10¢, etc.). If all 170 miles are completed, the total amount would be: 1¢ per mile = $1.70; 5¢ per mile = $8.50; 10¢ per mile = $17;
2. So much per mile with a limit on miles pledged.
3. A fixed amount (regardless of miles completed).

Pledges and/or contributions should be sent to Tricia Artz, 721-B Atkins St., Ridgecrest, CA 92555 or contact a member of the 100s M.C. before the race. Checks should be made payable to "National Asthma Center or National Jewish Center." All contributions are completely tax deductible.

As you probably already know, every year, the Sierra Club tries to stop the B-to-V race. Since I plan to make this an annual campaign, this could possibly have some effect on the AMA's battle with the Sierra Club.

MIKE MYERS
B-to-V #21
Ridgecrest, CA

## Warren Wilson benefit

We just read the notice in The Latest Poop (*Cycle News*, November 27) regarding the loss of Warren Wilson and the benefit dinner to raise money for his wife, Lori, and son.

Because we do not know how to reach his family and you have the resources to do so, please forward our donation of $400 to them.

We donate these funds from the Kyle Fleming Memorial Motocross Race in the memory of Kyle Fleming, Bruce Bunch and Rick Hemme, in the hopes that it will bring some small comfort to his family during this time.

GAYE WINELAND
The KFM Committee
Phoenix, AZ

*Kyle Fleming, Bruce Bunch and Rick Hemme were minicycle motocross stars killed in a tragic, post-race car/-train collision in 1982. . . Editor*

## Auto Husky

As a rider for Husqvarna and having some input in the testing and development of the 1986 430 Husqvarna Automatic, I feel obligated to the potential customer considering this model to inform him that he does not have to change the transmission fluid at every checkpoint as reported in the *Cycle News* coverage of the 1985 ISDE in Spain.

My motorcycle worked flawlessly and I changed transmission fluid at the end of each day. The real test, however, was not my bike but the 430 Automatic Chase Bike ridden by Matt Cullins that logged in excess of 1200 miles with no transmission maintenance or fluid changes!

I feel the new 430 Automatic is very reliable and possibly the greatest enduro bike ever built.

DAVID BERTRAM
Rodeo, CA

## ISDE coverage

I want you to know what a nice article Kit Palmer did in *Cycle News* (October 23) about the ISDE. It was good to see *all* of the riders at least mentioned . . . you know, this hasn't always happened, and I feel it is sad, when they put so much into it.

It was good having Kit on the trip with us. Congratulations on the article! Hope to see him in Italy!

MARILYN S. BROWN
Athens, OH

*Mrs. Brown is ISDE competitor Kevin Brown's mother . . . Editor.*

## Racing facts

Having just read the report of the October 22 road race at Seattle International Raceway in Kent, Washington in *Cycle News*, November 13, I must set the record straight:

I did *not* fall down in the "rain-slick turn two," or any other turn for that matter, during any of the three classes I entered that day. I, for one, would greatly appreciate it if Bruce Scholten would get his facts straight.

BRIAN HLAVKA
WMRRA #271
Alderwood Manor, WA

## Trans-American Rally

I have followed your coverage of the Trans-Americas Rally with much interest and agree the magnitude of the Rally is gigantic. However, I feel "Nothing ventured, nothing gained."

In your October 30 *Cycle News*, the U.S. Executive for the Rally, Lynn Wineland, stated, "All is going well from our standpoint and much is being done in other parts of the world."

I applaud Lynn's guts and dedication. In the past I have talked with him and have told him that when the racers get to the U.S. Border here at Imperial County, I will do what I can to make their experiences good ones.

If everyone pitches in, the Trans-Americas Rally can be a feather in every off-roader's hat. God knows we get bad-mouthed enough. I am sick and tired of being told that all off-roaders are losers, low-life, degenerates or do-nothings that just guzzle beer, destroy the environment and everything they use or touch.

If this Rally doesn't happen, it should not be said, "We didn't try!"

DON H. BROWN
Treasurer or Imperial County
Chairman of Imperial County
Planning Commission
El Centro, CA

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# GIVE A GIFT... GET A GIFT

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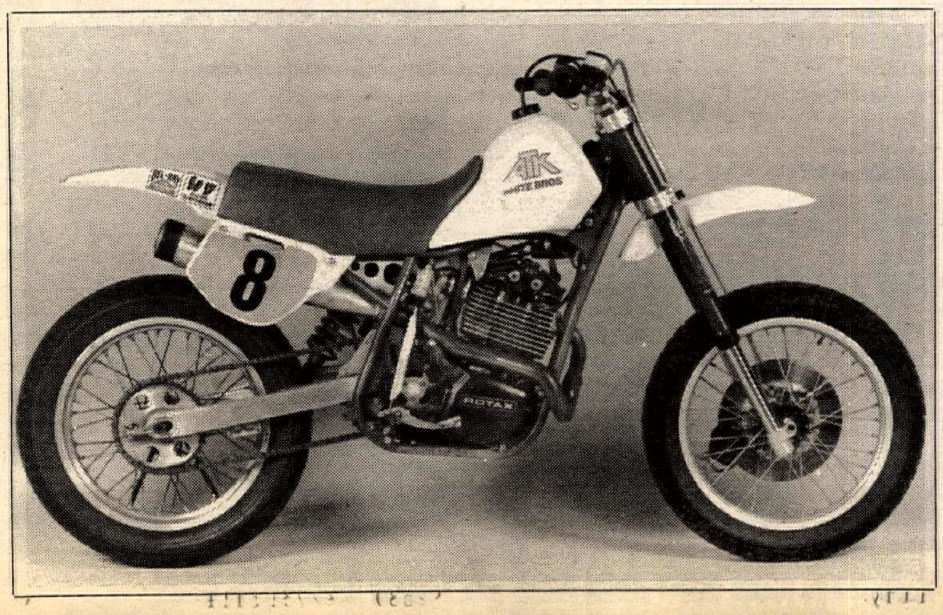
PHOTOS BY KIM W. PALMER

(Above) Braking on Eklund's Superbiker ATK was excellent. Even when the rear wheel locked up on the pavement, there was no chattering.

Shorter-travel suspension, 18-inch wheels with Carlisle tires and stronger brakes changed the MX ATK into Eklund's Superbikers mount.



## Riding Steve Eklund's ABC-TV Superbikers ATK

# Thump, thump

**By Kit Palmer**

Picture this; you're topped out in fifth gear on pavement doing a little over 90 mph on a single-cylinder four-stroke. You come up to a tight turn and grab a handful of brakes; the rear tire locks and slides out to one side with your feet resting on the footpegs, trailing a puff of blue smoke. You reach maximum speed for the turn and let off on the brakes, lean it over as far as you dare, reach the apex, straighten up and grab a wrist full of throttle — fully tucked in. You click up a few gears and start all over for the next turn. Then you run off the pavement onto smooth dirt and find yourself with the back of the bike pitched sideways, your foot dragging on the ground, maintaining balance at 50 mph in a turn. You're carefully applying and backing off the throttle until you're straightened up again and start looking for top gear on a straightaway. A few more turns, and you're back on the asphalt doing 90.

Then there's a pause and the next thing you know you're on a motocross track, lauching 10 feet into the air over a jump on the same bike; you're reaching a speed of 40 mph but afraid to go any faster down a straight infested with whoops, bumps, potholes and ruts. You reach the next turn, lean it over in the berm, and a huge wall of dirt flies off the rear wheel as you wick on the throttle — two different worlds on one kind of motorcycle, all in the same day.

That's what it's like riding the bike that Steve Eklund rode at the made-for-television Superbikers combination pavement/dirt race at Carlsbad International Raceway in Carlsbad, California, in November. Eklund finished seventh overall at that race, riding an ATK four-stroke designed and built by Horst Leitner, an Austrian transplant doing business in Tustin, California, selling suspension parts, swingarms and complete motorcycles. Considering the competition at the event, a seventh is very respectable.

The ATK isn't a new motorcycle, and anyone who's been around the motorcycle industry has probably seen one on a motocross track, in a desert race or in an enduro. That's what makes Leitner really proud of his creation the bike's versatility. It was to demonstrate just that versatility that Leitner gave me the opportunity to ride Eklund's Superbikers ATK; when I had enough of sliding the bike around on the street and dirt, Leitner turned the machine into a full-fledged motocrosser in less than 30 minutes.

Eklund's ATK wasn't brand-new to start with; in fact, it was well-used by motocrosser Randy Rodriguez, who recently won the Vet Expert class and finished seventh in the 500cc Pro class at the seven-race Trans-Cal motocross series held throughout the state of California. The only modifications made to Rodriguez' bike for motocross (and also used for the Superbikers event) was a SuperTrapp megaphone exhaust pipe. For the Superbikers race, changes to the bike included installation of wide, 18-inch wheels equipped with Carlisle dirt track tires; a modified, shorter White Power rear shock and fork assembly; and a small, wind-resistance-reducing front fender and wider handlebars.

That's it!

Stock, the ATK uses a 560cc four-stroke Rotax motor, A-Trak chain-tensioning system, a single White Power shock and inverted 5045 forks, and a K&N air filter.

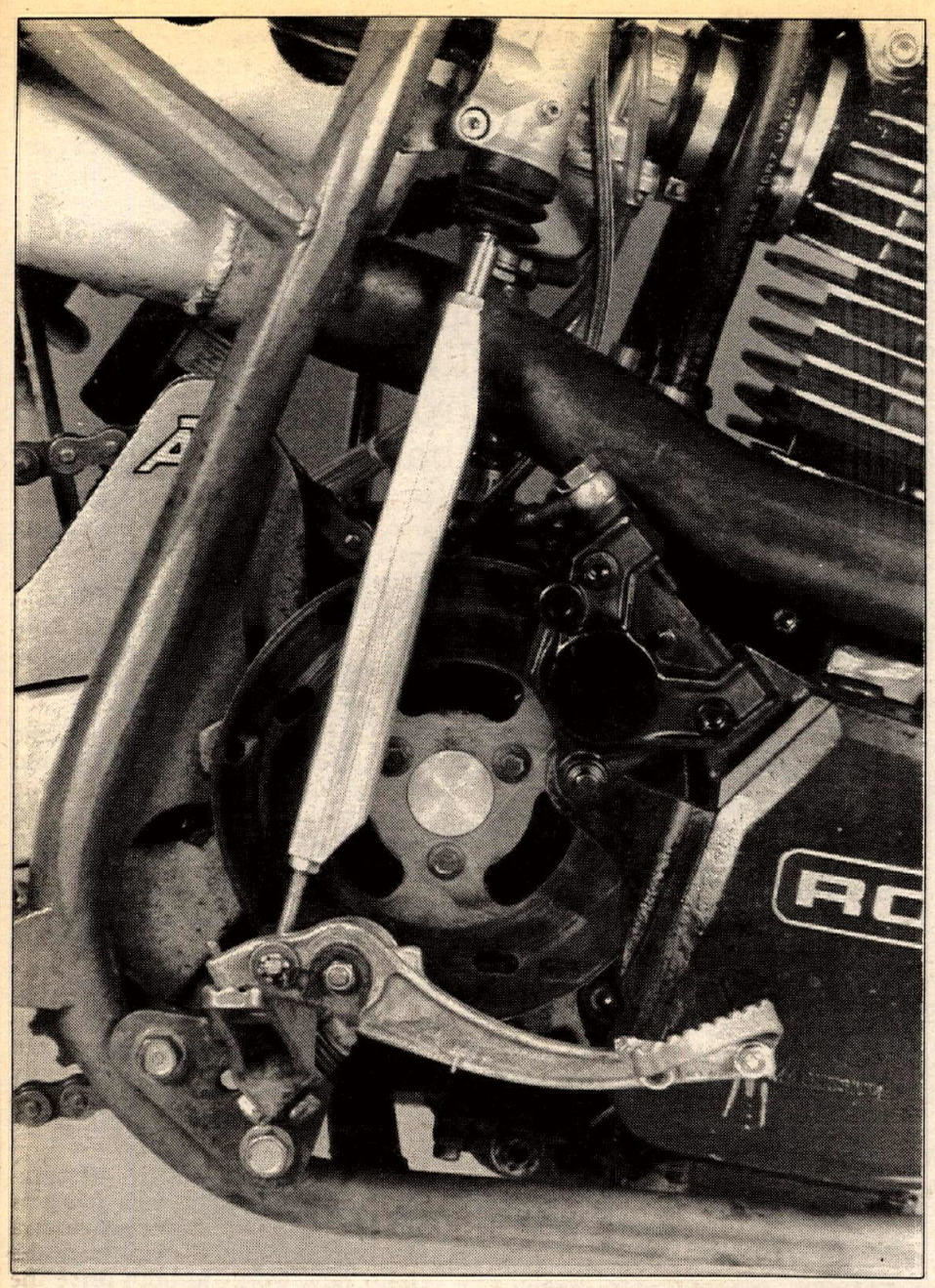
Probably the trickest set-up on the ATK, as used by both Rodriguez and Eklund, is the rear disc brake. The disc is mounted on the countershaft, outside of the countershaft sprocket, while the caliper connects to the engine cases. According to Leitner, that brake location centralizes the overall weight of the bike, and combined with the A-Trak, eliminates rear-wheel chattering when braking on asphalt, which is a major problem encountered in the Superbikers race. On Eklund's bike, the caliper is slightly larger than the one Rodriguez uses on his motocross bike, to improve braking power.

One disadvantage with this braking design is that it puts twice as much strain on the drive chain than a rear-hub-mounted system, since the chain now works to both drive the motorcycle and slow it down. A broken chain would leave the rider without a rear brake; however, Leitner said thrown chains have never been a problem on the ATK in the past. As luck would have it, Rodriguez did throw a chain this day on his practice bike on the motocross track. An excessively worn out chain was the culprit, according to Leitner.

I had no idea what to expect when I first hopped aboard Eklund's Superbikers machine and had nothing to compare it to. The first thing I noticed was that the handlebars were way too wide for my liking. Combined with a low seat height, the bars made me feel uncomfortable on the bike when sitting in the pits. But as soon as I started getting on the gas, sliding around in the turns, I forgot my unease.

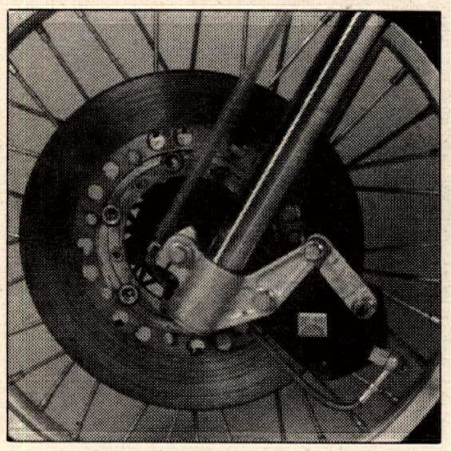
The motor is incredibly powerful, being rated at over 60 horsepower, and feels much different than other four-strokes I've ridden. This one is very fast on top and likes to be revved out; low-end power is okay, but mid-range on up is fantastic and throttle response is right on the money.

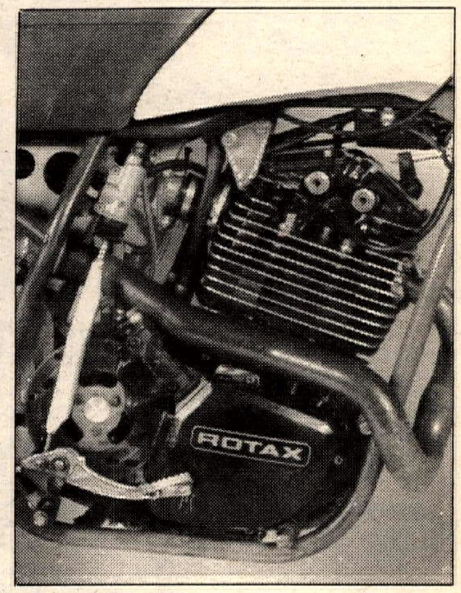
On the asphalt, the ATK doesn't feel like a street bike at all, nor does it feel much like a motocrosser, either. It has a mind of its own; turning the ATK isn't simple because it doesn't want to be leaned over like a street or dual purpose bike. It took a lot of arm strength to keep the front end from wanting to straightening up and causing the whole bike to rise up too soon. After more and more practice racing through the turns, I began to get a feel for the ATK and started getting the hang of jamming through the turns quickly. The best way I found through the tight turns was to forget about trying to lean it over a bunch; just lean it over enough and let the back end do the turning by letting it slide, using the rear brake.



The countershaft-mounted, rear disc brake assembly centralizes overall weight and is less prone to damage; however, drive chain stress doubles.

(Above) 30 minutes later, we changed Eklund's Superbiker ATK back into an MXer. (Below) The front disc brake and Rotax motor are super strong.






I found the rear disc brake to be very strong, stronger than the rear brake on any other bike I've ridden. It was really hard not to let the back tire lock up, which is kind of scary at first, but I got used to it and started using the sliding to advantage in the turns.

Leitner was definitely right about one thing — no matter how fast I came into a turn and how hard I used the rear brake, I could not get the back end to chatter at all. I was very much impressed. That strong, chatterless rear brake combined with the powerful front disc to make the ATK easy to bring down to a sane speed through the turns after a long straight.

On the dirt, the ATK was a blast to slide around; sliding was easy to do with the knobby-less tires, but hooking up out of the turns was nearly impossible. Dirt-tracking it through the turns was very controllable, and it was on dirt-track that I found the wide handlebars to be the hot set up.

After spending a few hours on the bike in Superbikers trim, I handed it over to Leitner and said, "make it a motocrosser!" Less than 30 minutes later, it was ready

In this short period of time, Leitner and his crew installed new handlebars with a narrower bend, 18- and 21-inch wheels with knobby tires, a longer shock and forks, and a different front fender.

I didn't have any problems adapting to the jumps, whoops and berms on the MX version ATK. Actually, I was very impressed by the way it performed. Suspension was plush and predictable, the motor got me from turn to turn as quick as any two-stroke could and turning was precise. The ATK is heavy, however, and combined with its raw horsepower, the big thumper wore me out in a hurry.

The rear brake was way too strong on the motocross track. It took delicate foot control on the pedal to keep the ATK from stalling, which I did a number of times. Luckily the ATK starts very easily for a big-bore thumper.

The ATK's ability to transform from a competitive Superbikers mount to a competitive motocrosser with such little effort, cost and time is really impressive. Unfortunately, there is no mass market for Superbikers-type motorcycles — yet. But if there was, the ATK would have a handle on it, I'm sure.

In stock form, the ATK weighs 249 pounds dry and sells for $4590. More information is available from Leitner at 2650-C Walnut Ave., Tustin, CA 92680, 714/731-5114. •

## 1986 ATK

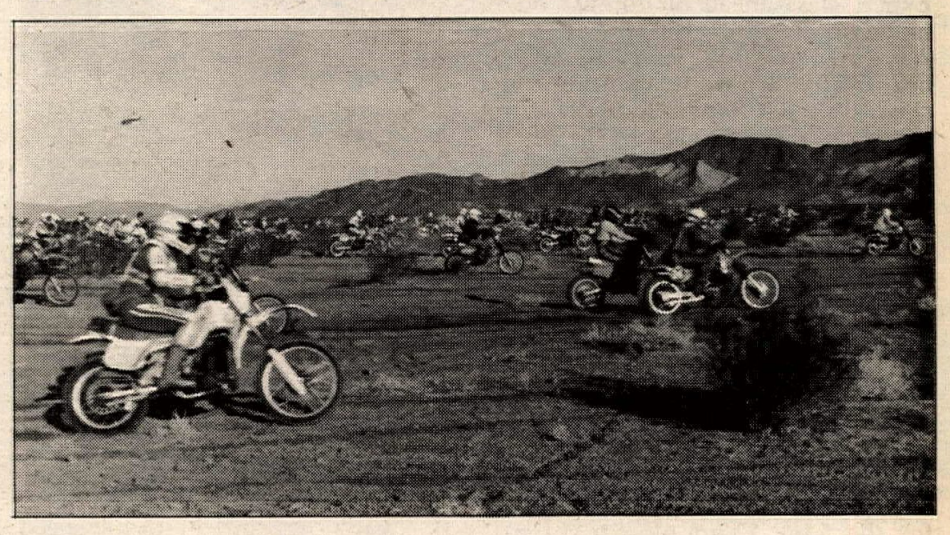
| | |
|---|---|
| Engine type | Air-cooled, SOHC single |
| Bore x stroke | 94x81mm |
| Displacement | 562cc |
| Compression ratio | 9.8:1 |
| Carburetion | Mikuni 38mm |
| Horsepower | 51 bhp @ 9500 rpm |
| Torque | 40 lb.-ft. @ 6000 rpm |
| Valves per cylinder | 4 |
| Intake valve size | 36mm |
| Exhaust valve size | 32mm |
| Intake lift | 10.5mm |
| Exhaust lift | 10.5mm |
| Included valve angle | 62° |
| Intake valve timing | 40°-70° |
| Exhaust valve timing | 72°-30° |
| (measuring pt.) | 0mm |
| Starting system | Primary kick |
| Ignition | CDI |
| Lubrication | Dry sump |
| Primary drive | 76/32; 2.375:1 |
| Final drive | 15/48; 3.200:1 |
| Gear ratios | |
| 5th | 21/23; 0.913:1 |
| 4th | 19/17: 1.118:1 |
| 3rd | 21/15; 1.400:1 |
| 2nd | 23/13; 1.769:1 |
| 1st | 31/13; 2.384:1 |
| Rake | 27° |
| Trail | 4.45 in. |
| Front suspension type | Inverted White Power |
| Fork tube diameter | 40mm |
| Front wheel travel | 11.8 in. |
| Rear suspension type | Single-shock swingarm |
| Rear wheel travel | 12.0 in. |
| Front brakes | 8.0-in. disc |
| Rear brakes | 6.5-in. disc |
| Front wheel | 21 in. |
| Rear wheel | 18 in. |
| Front tire | 3.00-21 Metzeler |
| Rear tire | 5.10-18 Metzeler |
| Claimed dry weight | 249 lbs. |
| Overall length | 84.0 in. |
| Overall width | 32.0 in. |
| Overall height | 54.5 in. |
| Wheelbase | 58.0 in. |
| Fuel capacity | 3.3 gal. |
| Ground clearance | 13.5 in. |
| Seat height | 37.5 in. |
| Colors | White |
| Retail price | $4590 |

Chuck Miller (above) raises his arms as he crosses the Barstow-to-Vegas finish line. Miller rode his Honda to second place, overall.

Randy Morales (above) finished fifth 500cc Expert and sixth, overall. Victor Dan Smith (below) recounts his second Barstow-to-Vegas win.

PHOTOS BY FARREN WILLIAMS, MATT HILGENBERG AND JOE STEPHAN

Winner Dan Smith (above) gives a thumb's up salute in victory. (Below) Racers take off for the start of the desert classic.



## 1985 AMA D-37/Coors Barstow-to-Vegas Hare and Hound

# Smith rules desert

BARSTOW, CA, NOV. 30

Dan Smith, a 22-year-old professional motorcycle racer from Visalia, California, rode a brand-new Husqvarna 500XC to victory in the Barstow-to-Vegas Hare and Hound, beating out Honda's Chuck Miller, 26, of Huntington Beach, California, for the overall win.

Three of the top five, 500cc Expert class finishers completed the race on Husqvarnas, with Honda riders Miller and Randy Morales, 21, of Burbank, California, rounding out the top five.

Third place went to Larry Roeseler, 28, of San Diego, California, who was riding a Husqvarna 510TX four-stroke. Fourth was claimed by Husqvarna-mounted Scot Harden, 29, of Escndido, California, who finished on a 500 XC similar to the winner's.

Smith, a factory rider for Husqvarna, won the Barstow-to-Vegas desert race in 1983 and currently is the number one Open Expert rider in AMA District 37's desert division.

First place in the 250cc Expert class went to Honda-mounted Neil Christman, who defeated Morales for fifth overall. Second place 250cc honors went to Phil Gorgone, 25, of Hacienda Heights, California (eighth overall); Sean Bradley, a 15-year-old student at Burroughs High School in Ridgecrest, California, finished third in the 250cc Expert class (10th overall).

Other winners included: Jim Fishback, Open Veteran class; Bob Ashcraft, Open Senior class; Duane Summers, 175cc Expert class; Billy Smith, 250cc Veteran class; Matt Schweitzer, Open Intermediate class; Tom Bradshaw, 250cc Intermediate class; Dana Bell, Women's Expert class; and Larry Gordon, 175cc Senior Expert class.

An in-depth story on the Barstow-to-Vegas classic and complete race results will appear in next week's *Cycle News*. •

# TEN YEARS AGO

In SRA speedway action at the Cow Palace in San Francisco, California, **Mike Bast** proved to be the best of the Bast brothers after beating his brother **Steve Bast** in the final. **Dubb Ferrell** and **Steve Gresham** finished third and fourth, respectively.

**Tony DiStefano** won the final round of the Trans-AMA series at Saddleback Park in Irvine, California, after beating fellow-Americans **Gary Semics** and **Brad Lackey.** Top European **Roger DeCoster** was on the sidelines with facial injuries sustained the week prior to the Saddleback round. In the 250cc Support class, **Rich Eirstadt** put his Honda ahead of **Tommy Croft's** and the CZ of **Wayne Boyer** to take the overall win.

The D-37 Desert Defense race in California City, California, saw **Bob Balentine** take the win in the Open Expert class ahead of number one plate holder **Ron Wright**. In the 250cc Expert ranks, **Larry Roeseler** beat **Cordis Brooks** in winning the class while **Jeff Kaplan** took the win in the 175cc Expert class.

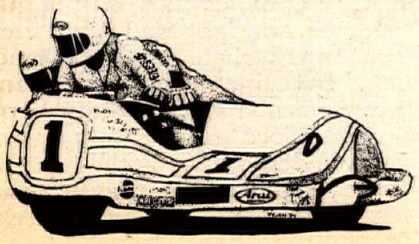
Nearly 70 riders showed up at Saddleback Park in Irvine, California to tackle the Hill-in-the-Hole hillclimb and only nine riders managed to complete the run; the fastest time of the day, however, went to **Kerry Peterson** on his Maico 400.

The Orange County Trailers hosted its first annual Turkey Shoot trial at Reche Canyon, California and in the Expert class it was **Bernie Schreiber** edging **Marland Whaley** by two points for the win. Third place went to **Mark Eggar** followed by **Jeff Fish** in fourth place.

**Dick Mann** won both motos on his 400cc BSA to win the overall at the Sand Hill Motocross in Brentwood, California; Mann defeated **Greg Murphy** in the first moto and held off **Dave Mytheim** to win the second.

**Broc Glover** and **Mike Bell** were the big winners in the Escape County Motocross in Trabuco Canyon, California with Glover winning the 125cc Expert class and Bell taking the 250cc class. In the Super Mini Expert division it was **Chris Morey** taking the win.

Willow Springs Raceway in Rosamond, California hosted the CMC road race with **Mike Baeder** beating **Keith Code** and **Greg McKee** to win the 250cc GP class. In the 250cc Production class, **Ron Hlarka** disposed of **Dain Gingerelli** and **David Norton** to take the win. Baeder came back to race in the Open GP class, but he was beaten by both **Wes Cooley** and **Whitney Blakeslee**.

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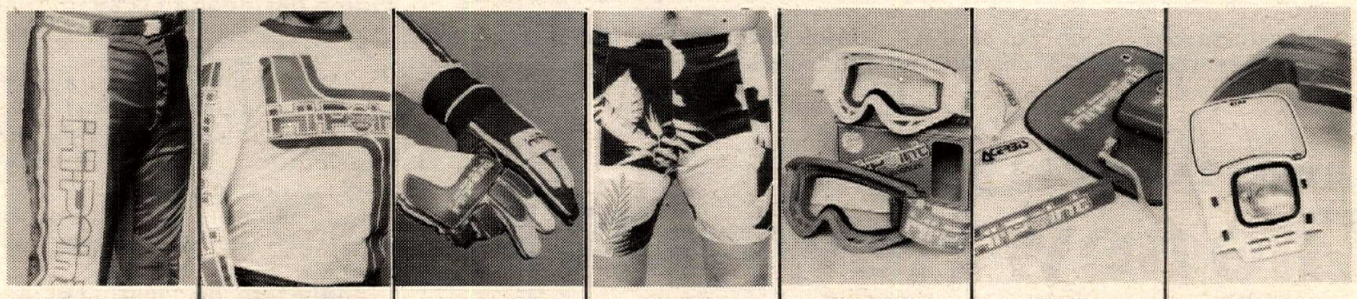

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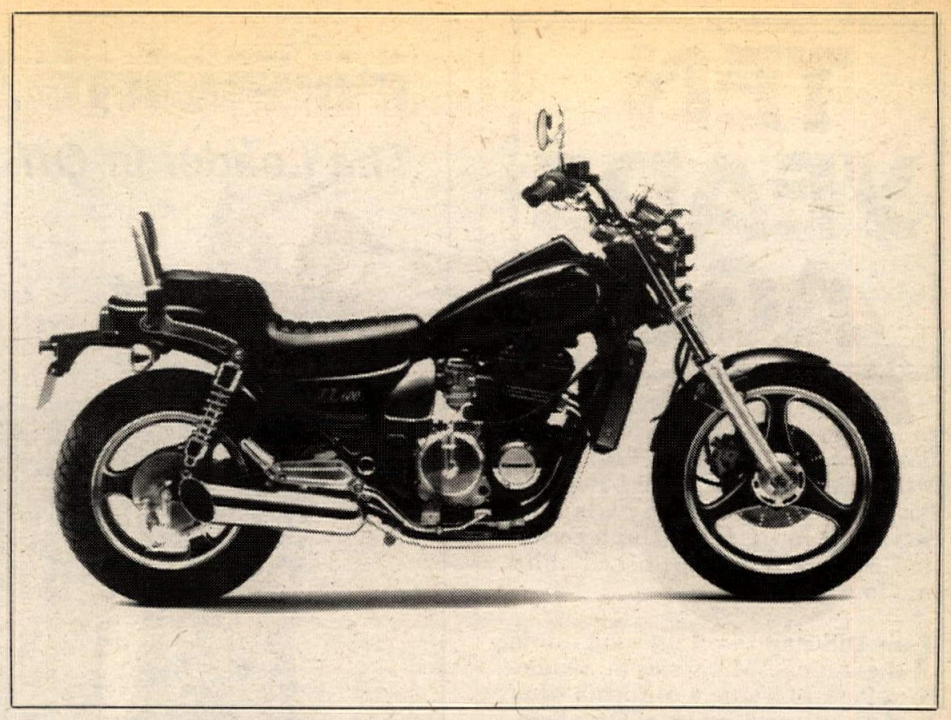
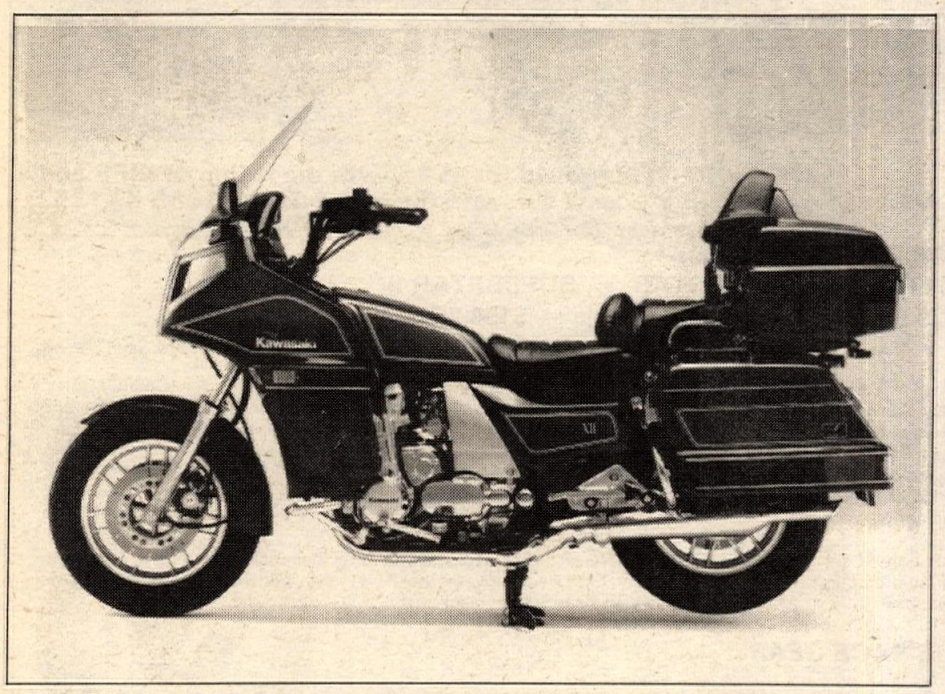
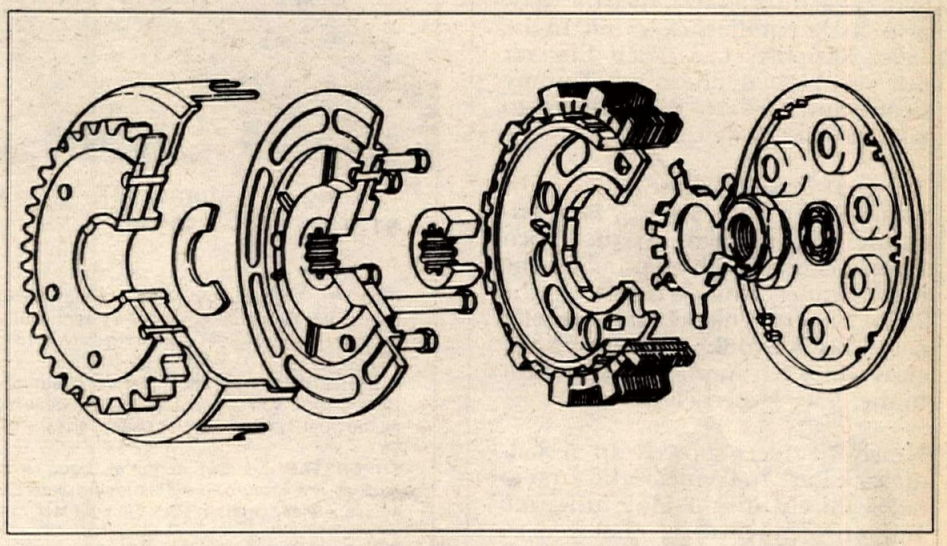
The EX250 Ninja features chrome-moly connecting rods, lightweight pistons and 16-inch, three-spoke cast aluminum wheels



The ZL600 is Kawasaki's middleweight muscle bike for 1986; the engine is based on the 16-valve, Ninja 600 only with smaller carburetors.



The fully-dressed 1200cc Voyager XII comes with fairing, travel trunk, detachable saddlebags, AM/FM stereo and a cassette deck.



The shaft-driven Kawasakis come with a new deceleration-torque-limiting clutch designed to prevent rear wheel hop.

## Kawasaki press intro

# The new Kawasakis

**By Paul Carruthers**

GARDENA, CA, NOV. 22

New machines in Kawasaki's 1986 lineup for the U.S. market include a 250cc Ninja; a 1200cc, four-cylinder tourer to augment the company's long-standing 1300cc, six-cylinder touring machine; a 600cc dragster-styled Eliminator based on the Ninja 600; an enlarged Vulcan V-twin cruiser; and a 1000cc, sport-touring Concours.

Kawasaki has added a fourth entry into its selection of sportbikes with the EX250 Ninja, targeted at buyers entering or re-entering the motorcycle market. The liquid-cooled, DOHC, eight-valve, 248cc vertical-twin EX250 Ninja has a six-speed transmission and a round-tube, steel frame. The EX250 compliments the ZX600 Ninja, the ZX900 Ninja and the ZX1000 Ninja to complete Kawasaki's sportbike lineup.

The all-new engine has chrome-moly connecting rods and lightweight pistons with internally-tapered wrist pins to reduce reciprocating weight and allow high-rpm reliability. The valves are opened by rocker arms with the cam lobes riding on a pad between the rocker arm pivot and the valve stem; a conventional screw-type adjuster is located at the pivot end of the rocker.

The bike is styled in the same fashion as its big brothers with half-fairing and molded seat design. The little Ninja also features white, 16-inch, three-spoke cast aluminum wheels styled similar to Marvic racing wheels; Kawasaki claims a dry weight of 304 pounds for the EX250.

Last year Kawasaki introduced the dragster-styled Eliminator muscle bike and in 1986 the design has led to the ZL600, a middleweight muscle bike. Based on the DOHC, 16-valve Ninja 600 motor, the ZL600 motor features smaller carburetors and a redesigned exhaust system; the 30mm carburetors are 2mm smaller than those on the Ninja, resulting in a higher intake velocity and stronger midrange.

The liquid-cooled, six-speed, 592cc motor also incorporates a deceleration-torque-limiting clutch, designed to prevent rear wheel hop during deceleration; the clutch allows a limited degree of slippage during severe engine braking and downshifting. The claimed dry weight of the ZL600 is 427 pounds.

In the touring department, Kawasaki has introduced the fully-dressed Voyager XII with fairing, travel trunk, detachable saddlebags, AM/FM stereo and cassette deck. An all-new, water-cooled, 1196cc, four-valves-per-cylinder DOHC four-cylinder engine was developed for the Voyager XII, dual dynamic balancers and hydraulic valve lash adjusters; the adjusters were introduced last year on the Vulcan line and virtually eliminate valve maintenance.

A new chassis on the Voyager XII features a frame with a removable downtube and rear subframe for ease of maintenance. The forks and rear shocks are air assisted and feature an equalizer and remote air valves.

The Voyager XII also features handlebar-mounted controls for the radio/cassette player. The operator's audio controls are located on the left handlebar while the passenger's controls are below the backrest on the left hand side. Both operator and passenger can control auto seek, cassette program, mute, volume and radio/cassette selection. In addition, the Voyager XII features an automatic volume control that automatically increases or decreases the audio volume to compensate for speed and wind noise. Kawasaki will also continue to sell the original, six-cylinder ZN1300 Voyager in 1986.

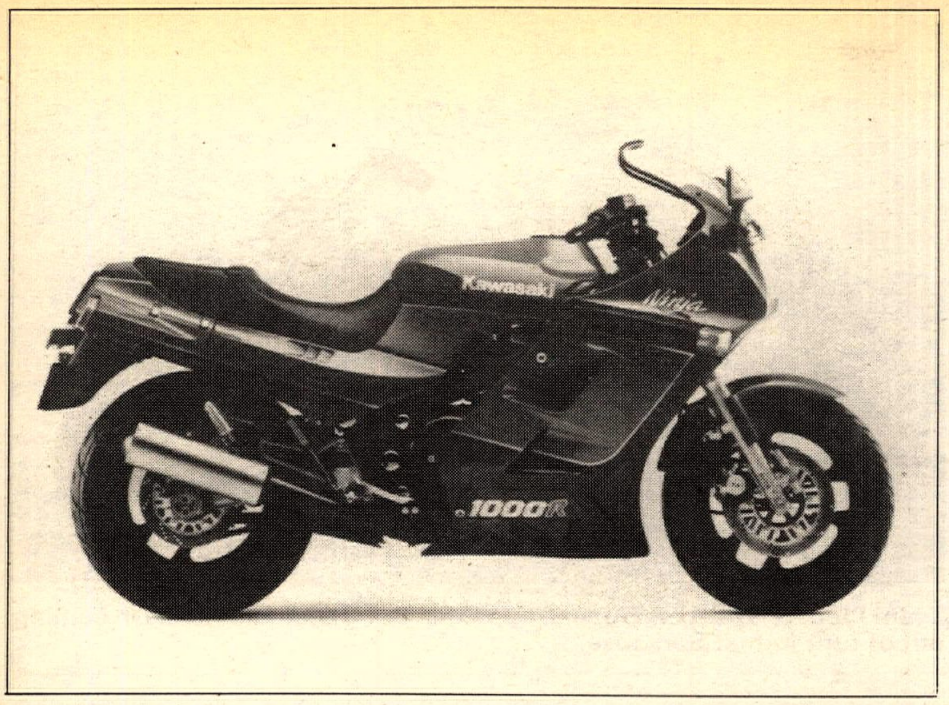
Kawasaki is entering a new segment of the market with the introduction of the all-new Concours sport-touring bike for 1986. The 997cc, liquid-cooled, four-cylinder, 16-valve DOHC, shaft-driven Concours is designed for going long distances at high speeds.

The engine in the Concours is a variation of the one used in the Ninja 1000R, but with smaller carburetors and milder camshaft profiles to compliment the low-maintenance shaft drive. The sport features on the Concours includes the Uni-Trak rear suspension and large-diameter fork tubes. The touring features include a large full fairing, shaft drive, radial tires and detachable saddlebags. A unique feature on the Concours is a hidden luggage rack exposed by removing a section of the rear tail-section.

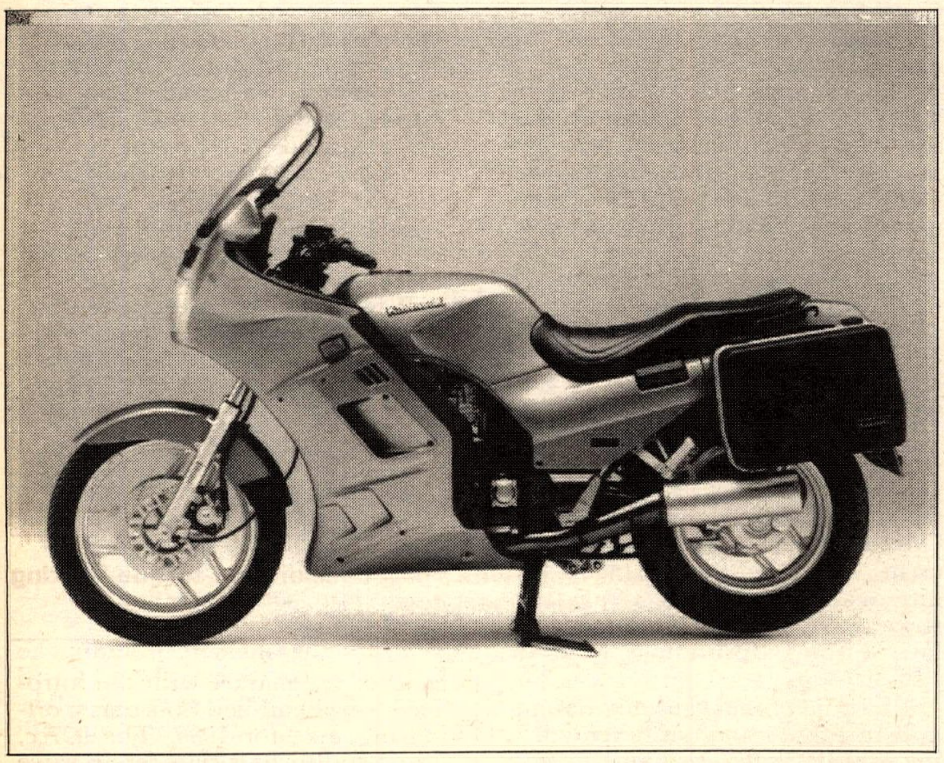
A larger, 749cc motor, silver engine treatment and new graphics are the big changes to Kawasaki's V-twin Vulcan for 1986. The high handlebars, low seat and teardrop gas tank styling was a marketing success last year for Kawasaki and the performance should be boosted by the extra displacement from increasing cylinder bore diameter by 2.9mm, to 84.9mm.

Kawasaki will continue to produce its 454LTD in 1986. The liquid-cooled, eight-valve, in-line vertical twin with street cruiser styling and belt drive features a six-speed transmission. The 454cc motor is basically half of a 908cc Ninja and shares many of the same engine features and components such as valve train, carburetion, internal counterbalancer and automatic cam tensioner.

Kawasaki will put three bikes in its dual-purpose line for 1986 — the

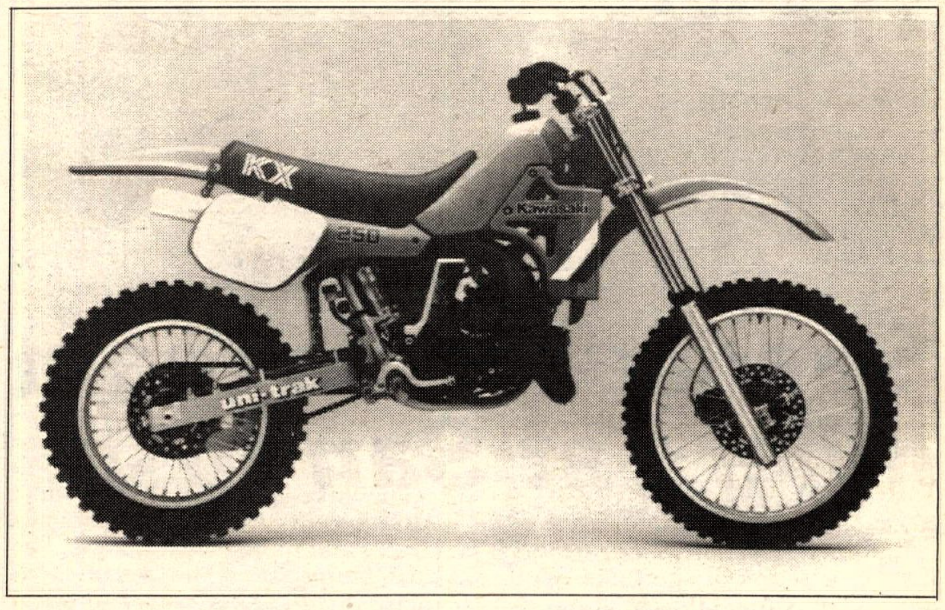



(Above) The Ninja 1000 returns to pave the way for the other, smaller Ninja sportbikes. (Below) ZG1000's engine is similar to Ninja's.



The KDX200 has been improved for 1986 with the fitting of KIPS and a larger flywheel; it also boasts a new frame based on the 1985 KX125.

(Above) The KLR600 leads the way in Kawasaki's line of dual purpose bikes. (Below) The KX250 gets a rear disc brake for 1986.




KLR600, KLR250 and the re-introduced KE100. The 564cc KLR600 and 249cc KL250 are DOHC four-stroke, four-valve, liquid-cooled, single-cylinder engines. The KLR600 has an electric starter.

The KLR250 had a six-speed transmission and features an improved ignition switch for 1986 while the KLR600 has a five-speed transmission and a new strengthened gear drive for its electric starter; a small amount of slippage occurs under exceptionally high gear torque (during kick-back), preventing damage to the starter system. A new CDI unit has also been added to the KLR600 that reduces maximum ignition advance by 2° to improve the engine's tolerance of marginal-octane fuel. The claimed dry weight on the KLR600 is 322 pounds while the KLR250 is claimed to weigh in at 258 pounds dry.

The KE100 returns to the lineup for 1986. Powered by a two-stroke, rotary-valve, 99cc air-cooled engine, the KE100 features an automatic oil injection system, five-speed transmission and box-section swing arm; the bike is claimed to weigh 187 pounds dry.

The KDX200 enduro bike has been revamped for 1986. The air-cooled, single-cylinder, two-stroke 198cc engine is fitted with the Kawasaki Integrated Powervalve System (KIPS) for 1986; KIPS varies the size of the exhaust port according to engine rpm, via a centrifugal device, for a broader powerband without sacrificing peak power.

Other modifications to the KDX200 include a larger airbox and air cleaner, revised ignition timing, low-restriction muffler and a larger flywheel. The new frame is a modified version of last year's KX125 frame and uses many motocross components.

A stronger KX clutch has been fitted and some gear ratios on the six-speed transmission have been changed. Other changes include a simpler rear wheel quick-change system, a larger gas tank, hand guards, wider fenders, built-in rear grab rails and stronger, welded-on engine guards. Kawasaki will also continue to sell its KDX80 and KD80M.

In the motocross department, Kawasaki offers a lineup of five racers — KX500, KX250, KX125, KX80 and the KX60. The KX500 is now fitted with KIPS and has the Kawasaki Travel Control Valve (TCV) on the front forks. The TCV increases damping as the fork is compressed; the increase in compression damping prevents excessive fork travel on small to medium bumps, yet is by-passed on severe bumps (thanks to a blow-off-valve feature), allowing full fork travel when needed.

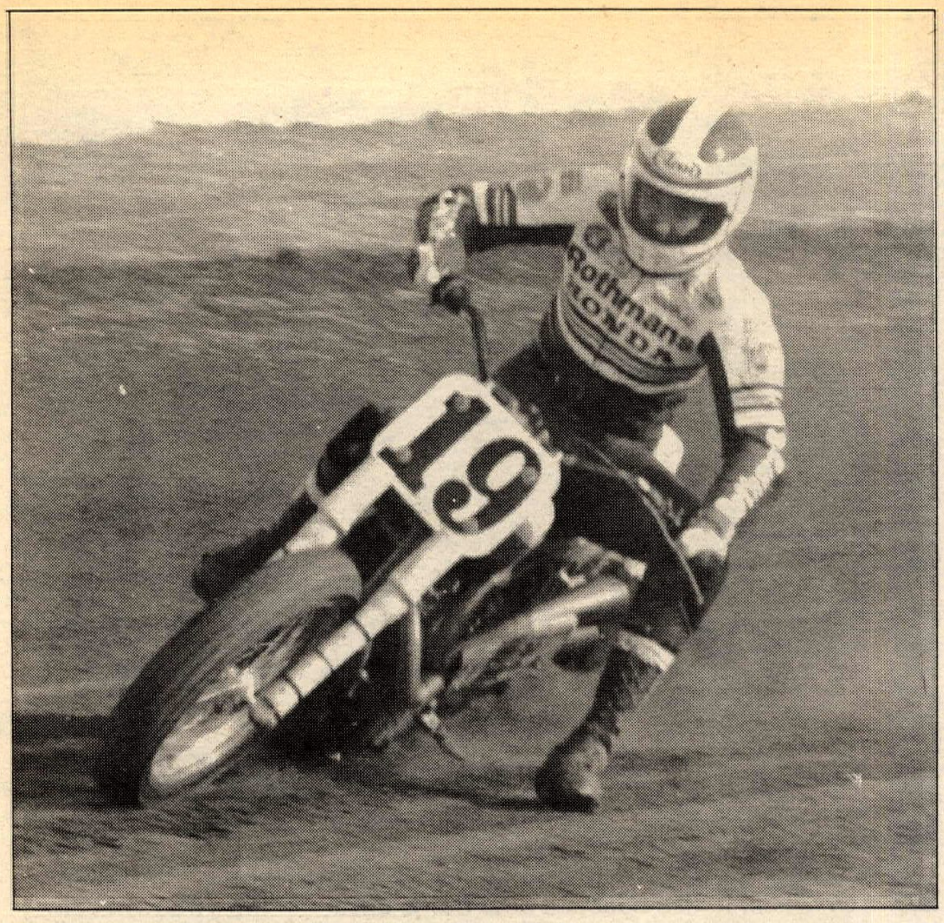
The 1986 KX500 includes a rear disc brake, a larger piston and shaft for the Uni-Trak shock, and a stronger shock strut bolt and a more stable chain guide. The seating position on the bike has been moved forward, the footpegs have been lengthened and the muffler has been redesigned for increased power and durability, and the muffler is now rebuildable.

The KX250 includes many of the updated features from the KX500, including a rear disc brake, TCV on the front forks and transmission improvements including increased durability and reduced weight, according to Kawasaki.

Kawasaki has also revamped the KX125 for 1986. The bike has been fitted with a new frame featuring a bottom-link Uni-Trak rear suspension, larger airbox and a removable aluminum rear subframe. The two-part frame is claimed to lower the center of gravity, make room for a larger airbox, and make the KX125 more compact and narrower.

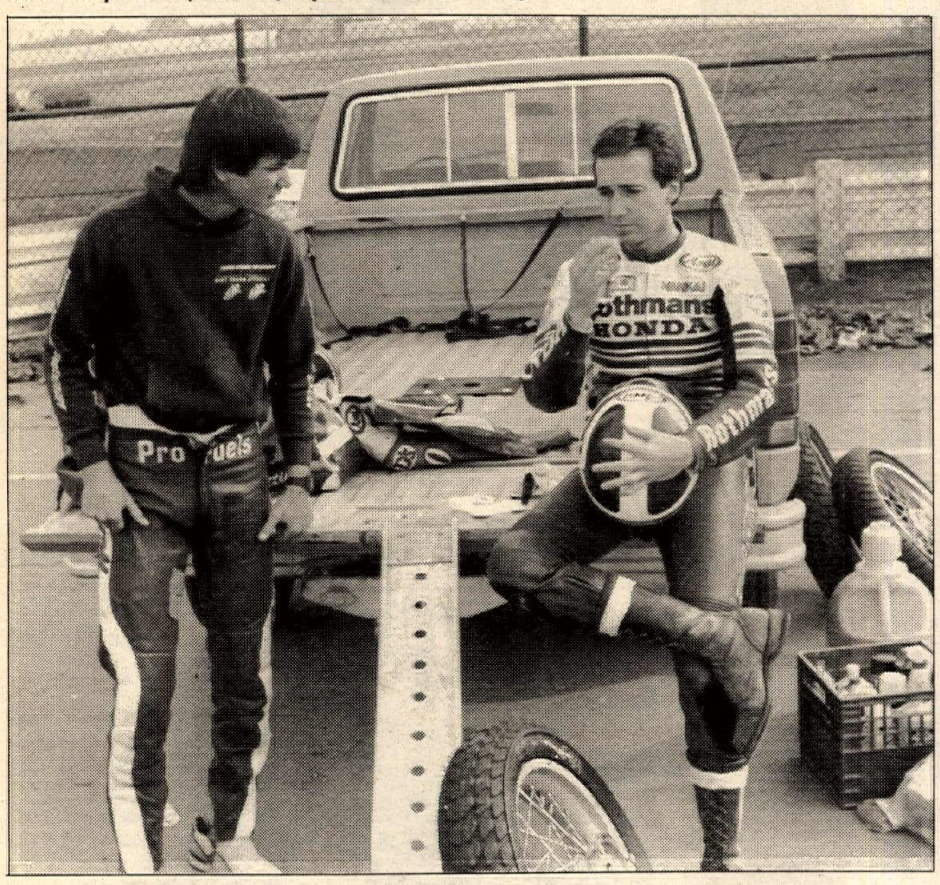
The KX80 also gets the two-piece frame, along with a narrower radiator, smaller fuel tank, a narrower and longer seat, higher handlebars, a cable-operated rear brake, straight-pull rear spokes and a more durable chain guide. The KX60 is the least changed in Kawasaki's motocross lineup and is basically the same as last year's mini motocrosser.

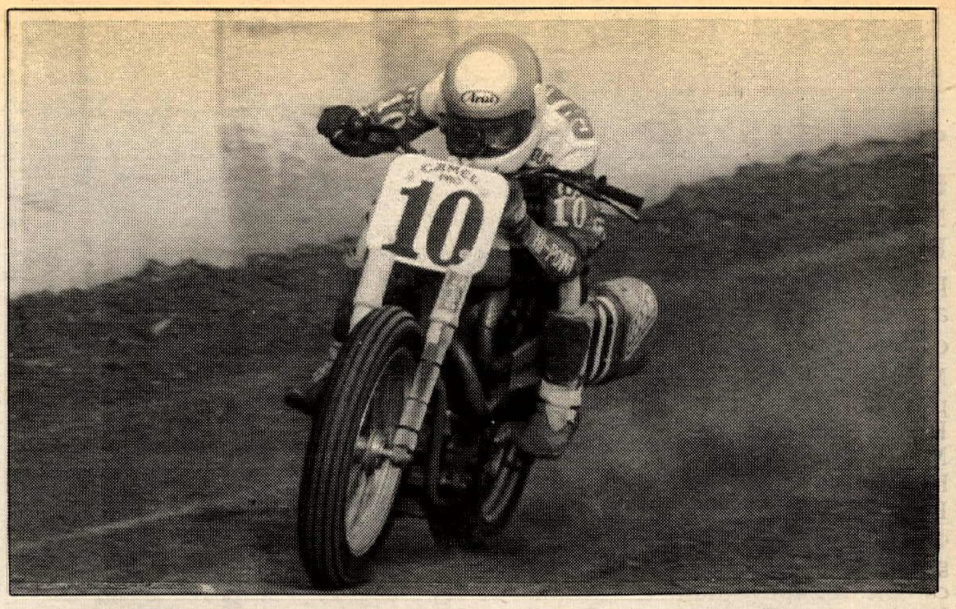
Claimed dry weight for the motocrossers is 221 pounds for the KX500; 213 pounds for the KX250; 191 pounds for the KX125; 133 pounds for the KX80; and 111 pounds for the KX60.



PHOTOS BY BILL SPENCER

500cc World Road Racing Champion Freddie Spencer (above) powers a Honda RS750 dirt tracker through turn four during a special test session at the San Jose Mile. The event marked Spencer's first ride on a mile oval in four years. (Below) Spencer and Doug Chandler discuss the test.





Team Freddie Spencer/SuperTrapp rider Doug Chandler tucks in coming out of turn four at San Jose.

# Spencer tests team milers at San Jose

**By Farren Williams**

SAN JOSE, CA, NOV. 21

Road Racing World Champion Freddie Spencer donned a steel shoe for the first time since 1981 during a special test session on the famed San Jose Mile oval at Santa Clara County Fairgrounds.

Spencer, who holds both the 250cc and 500cc 1985 World Road Racing titles, manhandled one of two Freddie Spencer/SuperTrapp RS750 Honda dirt trackers around the one-mile oval during a tire testing session. Freddie Spencer Racing pilot Doug Chandler of Salinas, California,was aboard the second machine.

"It's been four years since I was on a dirt track and it really felt good," Spencer said. "After a few laps it didn't feel like four years. I had a lot of fun. I enjoyed it."

"He was flat flying," said Spencer/-SuperTrapp team manager Jerry Griffith, who clocked Spencer with individual lap times in the 37.20-second range.

"That's pretty fast on a practice track," Griffith said. "Freddie was surprising. He had never been on that bike before and he hasn't been on a dirt bike since 1981. But those guys never forget. (Kenny) Roberts is the same way."

"Even though it's four years later, I feel like I'm probably in better shape," said Spencer. "I got going quicker and quicker. The mile bikes have changed a lot. They're a lot, lot better."

Spencer's recent domination of world road racing competition has kept him away from his racing roots, which included strong dirt track involvement during his early development. Would he consider racing the dirt again — perhaps a one-time show akin to Roberts' performance at last season's Springfield Mile in Illinois?

"It would probably be fun to run a mile race, but I doubt if I ever will," the World Champion said. "I just don't know. It's good practice but I haven't really done that much dirt riding in the last four years. I rode the test session at San Jose for old time's sake. It was nice to see how far the program has come. The main thing was to see if I could still go around. Those bikes are really quick — they're a lot quicker."

Spencer and Chandler chased each other around the one-mile oval while tesing tires, but no one involved with the session would admit the old veteran was faster — nor would they say the up-and-coming youngster held the edge.

"They were both turning good times and they were turning about the same times," said Griffith.

"Doug's really a good rider, but we weren't out there competing," said Spencer. "I ran some quick laps; I'm not that much over and done with. We were both out there just having fun."

After putting roughly 30 laps on his Honda, Spencer pulled into the pits and announced he again would back Chandler in his 1986 bid for the AMA/Camel Pro Series Grand National Championship.

"With continued help from SuperTrapp, I plan on continuing my support of Doug Chandler and Jerry Griffith for their 1986 Camel Pro Series effort," Spencer said.

"At this point it looks as if I'll be sponsoring the team again next year," said Spencer. "I enjoy working with Jerry. We go back to the start of the (Honda dirt track) program; that's where my roots are. And I like Doug a whole lot."

Last season Spencer and SuperTrapp-backed Griffith's Goss/Chandler racing team, which boasted the presence of not only Chandler but also former National Champion Randy Goss of Hartland, Michigan.

This season, with Goss making the decision to return to a Harley-Davidson XR750 dirt track machine, Chandler will be the only rider to sport the Freddie Spencer/SuperTrapp team colors.

"Right now we're going with Doug and will have a one-man team," Griffith said. "We don't have enough money to properly back two riders. Doug will be road racing and riding dirt track.

"I think Randy will be riding a Harley (in 1986)," Griffith said. "He just couldn't adapt; he didn't like the Honda. I think he's trying to get together with his old tuner, Brent Thompson, and put some Harleys together."

"Our program will be similar to last year," said Spencer. "Jerry will run the team and SuperTrapp will be involved again. Our relationship with SuperTrapp has turned into a really good partnership."

Neither Griffith nor Spencer would comment on the type of tire testing done by Chandler and the World Champ at San Jose, but Griffith did say, "everything went well," and added he was pleased with the performance of both motorcycles.

Looking ahead to his 1986 road racing program, Spencer told *Cycle News* he will limit his efforts to a bid for the 500cc World Championship and will not attempt to repeat his 250cc title.

"At this point, I think we're just going to race the 500s," Spencer said. "Going after both (world titles in 1985) was a one-time go. We're going to put a lot of effort into the 500s to keep the championship — that's the most important title."

The defending World Champion admitted the competition will be tough in 1986, but added he is ready for the challenge and for a season that should offer "some really good racing."

"There will be a lot of (racers) out there," he said. "I never take any championship or anybody for granted. I work on my own abilities, prepare myself and view everyone as a potential threat.

"I feel confident and I'm working harder physically and doing more to get the machines ready than I did last year when I was racing two classes," Spencer said. "You can't go into any season or any race expecting to win. I just try to give it 110% and do my best." •

# Vohland, Eaton, Ellis top the field at Marysville

**By Madame Mabee**

MARYSVILLE, CA, NOV. 17

Kawasaki rider Tyson Vohland pulled out the overall win with a 1-2 score to win the 125cc Pro class in motocross action at Marysville. In the first moto Vohland pulled the holeshot on his 1986 KX125. Yamaha-mounted Bader Manneh and Rodney Harriger, on his 1985 Kawasaki, followed closely. Harriger passed Manneh on the second lap, but by then Vohland had a good lead. Harriger gave chase and caught up, but couldn't get around Vohland, and the order was set for the finish.

In the second moto, Harriger got out first and led until Manneh took over on the third lap. Vohland got a bad start and had to work his way through the pack. Harriger fell on the fifth lap, allowing Steve Oster and Vohland to get by him. Vohland tried to reel in Manneh, but didn't have enough time. Manneh took the checkered to win, with Vohland second, while Harriger passed Oster for third. Manneh finished 3-1 for second overall, and Harriger 2-3 for third.

In the first 250cc Pro moto, Harriger, on his 1985 250 Kawasaki, grabbed the holeshot and had a commanding lead, while Kelly Andris, Eric Eaton, Dave Coupe, Vohland and Jim Ellis had a race of their own going. By the fourth lap, Vohland had managed to get around the crowd and set his sights on Harriger. After a five-week layoff, Harriger ran out of steam and Vohland passed him on the last lap to win the first moto.

Second moto action took a complete turn around, as Eaton got his Yamaha out first and this time, it was Andris, Coupe, Vohland and Harriger, all battling to get out in front. Coupe passed Andris on the second lap, and by that time Eaton was nowhere in sight. Vohland and Harriger moved up and the battle was on, but Coupe never let off. Vohland had to settle for third with Harriger taking fourth place.

Ellis didn't have any luck in the 250cc class, but the Open Pro class was a different story. He won the overall with a 1-1 finish. Eaton got the holeshot, but after the third lap, had mechanical problems, and Ellis took over and led to the checkers. Allen Berluti and Pete Fegley diced back and forth; Fegley took second and Berluti finished third.

Open Pro moto number two saw Ellis out front with Berluti and Ron La Point battling for second. Berluti went down, and Jim Fish, on a new Maico, took over third. La Point held on to second all the way to the finish, giving him the overall with a 3-2 score; Fisk finished third overall with a 4-3 tally.

Greg Terheimer had an impressive win in the 125cc Intermediate class with a 1-1 score.

## Results

60: 1. Tim Keeney (Hon); 2. Beau Judge (Kaw); 3. Casey Johnson (Kaw).
80 BEG: 1. Jan Opperman (Kaw); 2. Van Morgan (Kaw); 3. Brian Fesier (Kaw).
80 JR: 1. Brett Hamilton (Kaw); 2. Don Pantanida (Hon); 3. Jason Johnson (Kaw).
80 EX: 1. Tallon Vohland (Kaw); 2. Steve Lamson (Kaw).
125 BEG: 1. Robert Austin (Kaw); 2. John Stark (Kaw); 3. Curt Hanes (Kaw).
125 JR: 1. Scott Stanley (Kaw); 2. Chris Ranta (Hon); 3. Mickey Crenshaw (Kaw).
125 INT: 1. Greg Tirkeimer (Kaw); 2. Bill Pearson (Suz); 3. Craig Markon (Kaw).
125 PRO: 1. Tyson Vohland (Kaw); 2. Bader Manneh (Yam); 3. Rodney Harriger (Kaw).
250 BEG: 1. Don Taffett (Kaw); 2. Robert Austin (Suz); 3. Jon Deiagries (Yam).
250 JR: 1. Robert Kniesel (Hon); 2. Chris Ranta (Kaw); 3. Graham Miller (Yam).
250 INT: 1. Matthew Gibb (Kaw); 2. Greg Sheehan (Suz); 3. Mickey O'Shaughnessey (Kaw).
250 PRO: 1. Eric Eaton (Yam); 2. Tyson Vohland (Kaw); 3. Rodney Harriger (Kaw).
OPEN BEG: 1. Mike Harrison (Hon); 2. Andy Shaffer (Hon); 3. Craig Burt (Hon).
OPEN JR: 1. Glenn Walsh (Hon); 2. Stan Heniger (Yam); 3. Loren Steward (Hon).
OPEN INT: 1. Robert Stone (Hon); 2. Andy Warnock (Hon); 3. Greg Sheehan (Suz).
OPEN PRO: 1. Jim Ellis (Yam); 2. Ron La Point (Yam); 3. Jim Fish (M-S).
VETS JR: 1. Jim Gallihar (Hon); 2. Bob Milano (Hus); 3. Jeri McClinton (Hon).
VETS INT: 1. Dan Jensen (Kaw); 2. Greg Sheehan (Kaw).
VETS EX: 1. Steve Ferroni (Yam); 2. Wes Broby (Hon); 3. Rick Schilling (Kaw).
OT JR: 1. Bob Martin (Hon); 2. Bob Jackson (Suz); 3. Kay Mann (M-S).
OT INT: 1. Harold Naell (Mai); 2. Dennis Ware (Yam); 3. Jess Gallo (Hon).
OT EX: 1. Dick Mann (M-S); 2. Rick Shilling (Kaw); 3. Jim McClinton (Yam).

# Hicks, Zahrt win big at Sunrise MX

**By Terry Rezek**

ADELANTO, CA, NOV. 17

The weather may have been cold, but the racing was hot at Adelanto today. In Pro action, Kenny Zahrt and Eddie Hicks were the class act with wins in the 125 and 250cc classes, respectively. Robby Hammond pounded the Pee Wees again and also won the 60cc Under 8 class. The overall 60cc winner was Intermediate Jeff Willoh, who easily won both motos.

The blowing sand caused a hang-up of the gate at the start of moto one of Pro racing and forced the race to be red-flagged and restarted, but the result was the same: Kenny Zahrt was leading on his 250 AXO Honda, Kawasaki-mounted John Ray was second on an Open bike, and American Honda 125 rider Mouse McCoy was in third. McCoy's arch-rival, Eddie Hicks, was in an extremely tight fourth. Ray appeared to have broken a shock in lap three and retired, moving Tim Hanna up to the lead of the Open class. Zahrt disappeared in the direction of the finish line and the checkered. That left McCoy and Hicks to entertain the crowd. McCoy had a bit of a lead at midrace, but Hicks began nibbling away at that. Two laps from the end, Hicks took the lead, but McCoy got it back 200 yards later. In the middle of the last lap, Hicks found an extra few rpm in his engine and out-powered McCoy to take the lead for the final time and the win.

McCoy got the holeshot in moto two, Hanna was next, then Hicks. Zahrt was back in the pack somewhere. McCoy and Hicks were out for blood and theirs was the race to watch. Hicks took the lead at the start of lap two, and that was the race. He put a nice margin between himself and McCoy and went on for the win in the 125cc class. Zahrt fought his way up to second overall by the middle of the race, but was not able to close on Hicks. That didn't matter since Zahrt had the 250cc class win in his leathers. Back in the Open class, Ray had fixed his shock between motos and swept to the second moto win. Dane Wigington followed Ray in second place and took second overall in the Open class.

The Vets and the Open Beginners rode together, but that didn't hamper Zahrt, who was long gone at the start and motored directly to the win in both motos. Expert Vet Mark Heller and Intermediate Vet Robert Tippit had a major fight in both motos. Tippit took a pair of firsts to win the Intermediate class, while Heller was second behind Zahrt. Greg Faust had a second and a first in the Open Beginner class to get first overall.

All the Intermediates ran together and the 125s kind of got lost in the crowd. Chris Rodzinski swapped first and second with Eric Guy Casas.

PHOTO BY TERRY REZEK

**Yamaha-mounted Eddie Hicks blasted to the 125cc Pro win at Sunrise Cycle Park, beating Mouse McCoy and Randy Johnson.**

Casas' better second moto finish gave him the overall win. The rest of moto one was a battle between Open rider David Bagwell and 250cc rider Tony Strangio with Strangio edging out Bagwell. But since they are in different classes, they both won. Moto two was like an instant replay and finished the same way.

The 125cc Novices had the secret to keeping warm: ride hard and stay close together. Rick Kolchowsky and Larry Laye rode arm-in-arm for a lap and a half until Laye bullied his way to the lead in the big sweeper; he held that for the win. Laye leaped to the lead as moto two got underway and stayed there for the overall win. Mike Crosby was in second all the way but had had a very poor first moto and was out of the running. Second overall went to a surprising Dennis Urban whose fourth and third gave him the second-best total.

Steve Jones went wire-to-wire in moto one of the 125cc Beginners. Mike Pennick got by Rob Knemerer in lap six to run second and took after Jones. Pennick got a little too eager in trying to catch Jones on the last lap and crashed big time in the whoops 30 feet from the finish. Knemerer popped by to get second before Pennick could recover. Pennick was second by inches to Jones at the start of moto two and took the lead soon after as Jones bobbled and fell back to third. Pennick went on to get the moto and the overall while Jones climbed back to second.

The 80cc Stock event continued the battle between Bubba Erickson and Jody Tapia. Erickson got the jump in moto one and held the lead for the entire race. Tapia was never more than inches away and Erickson could not afford the slightest error. Novice Jamie Morabito came off the start line in second and finished a strong third. Erickson rode the start turn high and fast in moto two but this time Tapia was on him from the start. Tapia shot into the lead right at the end of lap four and he and Erickson swapped the lead several times over the next two laps. Tapia had the lead on lap six and Erickson made a strong try for it but got trapped behind a wandering lapped rider. Tapia took the moto and the overall.

## Results

PEE WEE (50): 1. Robby Hammond (Yam); 2. Jerry Aleman (Yam); 3. Frankie Navarro (Yam).
60 (0-8): 1. Robby Hammond (Kaw).
60 NOV: 1. Johnny Chamberlin (Kaw).
60 INT: 1. Jeff Willoh (Kaw).
80 STK BEG: 1. William Garcia (Kaw); 2. Kevin Shafer (Yam); 3. Jimmy Chamberlin (Kaw).
80 STK NOV: 1. Jamie Morabito (Yam).
80 STK EX: 1. Jody Tapia (Kaw); 2. Bubba Erickson.
80 MOD BEG: 1. Joey Curtis (Kaw); 2. Carey Fujita (Kaw).
80 MOD INT: 1. Jeff Fine (Kaw).
125 BEG: 1. Steve Jones (Hon); 2. Mike Pennick (Kaw); 3. Rick Smith (Kaw).
125 NOV: 1. Larry Laye (Kaw); 2. Dennis Urban (Kaw); 3. Rick Kolchowsky (Kaw).
125 INT: 1. Eric Guy Casas (Hon); 2. Chris Rodzinski (Kaw); 3. Billie Paugh (Kaw).
125 PRO: 1. Eddie Hicks (Yam); 2. Mouse McCoy (Hon); 3. Randy Johnson (Hon).
250 BEG: 1. Chris Christiansen (Kaw); 2. Mikey Cardenas (Kaw); 3. David Franco (Yam).
250 INT: 1. Tony Strangio (Kaw); 2. Rich Barton (Kaw); 3. Michael Tartington (Kaw).
250 PRO: 1. Ken Zahrt (Hon); 2. Mike Watson (Hon); 3. Paul Herman (Hon).
OPEN BEG: 1. Greg Faust (Kaw); 2. Darwin Gray (Yam); 3. Doug Ward (Yam).
OPEN NOV: 1. Tom Smith (Hon).
OPEN INT: 1. David Bagwell (Hon); 2. Robert Tippet (Kaw); 3. Scott Freeman.
OPEN PRO: 1. Dane Wigington (Kaw); 2. Tim Hanna (Kaw); 3. John Ray (Kaw).
VET INT: 1. Robert Tippet (Kaw); 2. Bob Graf (Hon); 3. Ron Cole (M-S).
VET EX: 1. Ken Zahrt (Hon); 2. Mark Heller (Hon); 3. Scott Freeman.

# Cunningham, Johnson clobber Clarks Branch MX

**By Clay Light**

ROSEBURG, OR, NOV. 16

Curtis Cunningham (Kaw) and fellow KX pilot Brad Johnson were among the big winners at round three of the AMA Fall Six Pack Series, held this week under cold, snowy conditions at Clarks Branch Raceway in Roseburg. Cunningham took a 1-2 score to top the 125cc B class, while Californian Johnson used the same 1-2 punch to win the 250cc B battle.

In the combined Open B/250cc B and Open Pro contest, the field gated during a steady downpour, making for a messy moto led by Johnson (Kaw), with lone Open Pro Richard Earle (Hon 500), Rob Annen (Kaw) and Tony Graves (Hon) in tow. Two turns later, a horde of Open B riders were unleashed, led by Honda rider Mike West and Wesley

PHOTO BY MIKE KLINGER

**Twenty-year-old Robb Mesecher took his CR250 Honda to the CEA/FRA Double Chase Enduro win in Lucerne. Scott Sampson finished second.**

Hanson (Kaw). Up front, Johnson on a 250 and Open rider Earle put on a spectacular battle, with Johnson dominating as Earle, Annen, Graves, Washington's Brian Mode (Kaw) and Clay Light (Suz) rounded out the top spots in the 250cc/Open Pro. West took the B win over Hansen and Mike Burke (Hon).

Moto two had Graves in the lead holding off Earle, with Johnson in third, but running second in his class, enough to clinch the overall. Mode and Light rounded out the top five. In the Open class Burke was the winner, but West took the overall with a 1-2 over Hansen, Burke and flat track Expert Dana Hansen, who thumped to 4-5 rides.

Answer Products-sponsored Rodney Keller took a 1-1 killing in the two 20-minute Pro class motos.

The Pros were luckier than most, getting at least one "dry" moto, but they ran their second outing during the snowiest part of the day. Keller used his mud-riding experience to beat Rick Bault (Hon). A Kawasaki parade of 125cc riders Kenny Olsen, John Woodley and Gary Beyer rounded out the top five.

Harsha nailed the holeshot in the second moto, but Keller took over shortly after the start with the Olsen/Woodley/Beyer trio of 125s looming in the distance. Woodley and Beyer battled for the top spot in the 125s, with Beyer taking the slot behind Keller. Beyer was ousted in the overalls when Woodley bailed off, which gave Olsen the 125cc win with a 1-2 to beat Beyer (3-1) and Woodley (2-3).

Track conditions worsened for the first 125cc B moto. The track was well-rutted and several of the 125s had trouble circulating in the foot-or-more slush. Cunningham navigated his KX to the front of the 15-rider field while Monty Spaulding (Yam) and series front runners Johnson (Kaw) and Graves (Hon) dueled for top spots during a massive rainstorm. Kawasaki Team Green rider Jeff Daily worked into the picture and moved to third behind Cunningham and Spaulding, to set the finishing order. Daily grabbed the holeshot in moto two and led the race to the finish, beating overall winner Cunningham, Graves, Johnson and Spaulding.

The group that rared the worse were the small machine riders. In the combined Mini A/B/C contests, it was Daily (Kaw) and Ryan Huffman (Yam) finishing 1-2 in moto one. In the second moto, Daily again took the lead, only to crash and hand the advantage to Huffman. Huffman held off Daily until he broke a throttle cable in the late stages. Danny Ulven (Yam) won the overall in the B portion with consistent 2-1 rides over Chad Berry and Chuck Standeford, while Bobby Eyman (Yam) won the C class with a 2-1 over Scotty Nored and Roby Leach.

### Results

30-40 PRO: 1. Richard Earle (Hon); 2. Mike Holbrook (Hon); 3. Bob Leach (Kaw).
125 PRO: 1. Kenny Olsen (Kaw); 2. Gary Beyer (Kaw); 3. John Woodley (Kaw).
250 POR: 1. Rod Keller (Hon); 2. Jeffrey Harsha (Kaw); 3. Rick Bault (Hon).
OPEN PRO: 1. Richard Earle (Hon).
OPEN B: 1. Mike West (Hon); 2. Mike Burke (Hon); 3. Wes Hanson (Kaw).
250 B: 1. Brad Johnson (Kaw); 2. Tony Graves (Hon); 3. Brian Mode (Kaw).
125 B: 1. Curt Cunningham (Kaw); 2. Jeff Daily (Kaw); 3. Monty Spaulding (Yam).
80 B: 1. Dan Ulven (Yam); 2. Chad Berry (Kaw); 3. Chuck Standeford (Hon).
80 EX: 1. Jeff Daily (Kaw).
OPEN C: 1. Ross Boedener (Hon); 2. Dale Rund (Hon); 3. Tom Wood (Kaw).
250 C: 1. Donny Herron (Yam); 2. Dalton Jerimiah (Kaw); 3. Don Schnieder (Hon).
125 C: 1. John Gregson (Kaw); 2. Tom Kuschnik (Kaw); 3. Chris Nicholls (Kaw).
80 C: 1. Bobby Eyman (Yam); 2. Scott Nored (Kaw); 3. Roby Leach (Kaw).
60 A: 1. Dan Ulven (Kaw); 2. Ryan Huffman (Kaw).
30-40 B: 1. Mel Sailing (KTM); 2. Steve Agee (Hus); 3. Rusty Garrison (Kaw).
PEE WEE: 1. Matt Williams (Yam).

## Roose runs wild at Clark County ST

**By Derryl Anderson**

RIDGEFIELD, WA, NOV. 14

Bellingham's Randy Roose rode his Steve Baker Yamaha to the overall win in the Open Pro class of the short track held tonight at the Clark County Fairgrounds race track.

In the first moto Randy Green got his usual good start, followed by Longview's Larry Legarra (Tri), Mike Sullivan (Tri), Roose and the rest of the charging pack. On lap three Legarra was sliding under Green for the lead when something slowed the excellent-sounding Triumph. Sullivan took over second, barely holding back Roose, Billy Taylor (Circle Industries/Powroll 250/So. Cal Fuel/PJ1/Hi-Point/NGK-Yam), Ron Adams and the restarted Legarra. Roose, who often runs 1-2 with Green, could not get by Sullivan. The laps ran by quickly and none of the Pros were able to better their position. At the flag, Green led Sullivan, Roose, Taylor, Adams and Legarra.

In the final moto Green squeezed through the low line as the rest of the Pros pushed and shoved for positions. Stringing out down the long backstretch was Sullivan, Roose, Taylor, Adams and Legarra, who apparently still had some engine problems.

Everyone seemed to be having problems tonight as Green slowed on the back straightaway, coasting to a stop in turn three. Sullivan spun out in the same corner, handing the lead to Roose, who wasn't about to let this opportunity slip by. Roose rode a flawless race all the way to the checkered flag, followed by Taylor and Adams. Behind the trio in order was Legarra, Sullivan and Green.

In the Mini class, Yamaha-factory-sponsored Paul Win made a first-time appearance at the short track. In the first moto, Winn grabbed the holeshot and never looked back as he enjoyed a 40-yard lead over JP Simonsen (Hon), Ryan Anderson (Kaw), Jim Eaves and Ron Williams (Yam). Eaves made a good inside move to pass Anderson and Simonsen for second. On lap three Williams spun out, and Anderson (Beaverton Honda/Country Yamaha-Kawasaki) made an outside pass on Simonsen for third. The flag was out for Winn, who breezed home ahead of Eaves, Anderson, Simonsen and Williams.

In the second moto, Simonsen temporarily took the lead, but Winn had it back by lap two. Anderson slid around Simonsen in turns 1/2 and set out for Winn. The finishing order was set by lap three, with Winn in front, followed by Anderson, Simonsen and Eaves. Anderson was on the gas trying to reel in the factory rider, but the small amount he was gaining per lap wasn't enough before the checkered flag came out, giving Winn a relatively easy overall first place for the night.

### Results

WEE PEE WEE: 1. Kevin Eakin (Hon); 2. Jackson Nutt (Hon); 3. Robert Noltgren (Yam).
PEE WEE: 1. Coby Porter (Kaw); 2. Mike Fetty (Hon).
MINI: 1. Paul Winn (Yam); 2. Ryan Anderson (Kaw); 3. Jim Eaves (Yam).
125 AM: 1. Tom Miller (Hon); 2. Ray Grossant (Hon); 3. Terry Blane (Suz).
125 PRO: 1. Eric Hall (Hon); 2. Darren Rogers (Hon).
250 AM FT: 1. Brian Brown (Bul); 2. George Belanger (Mac); 3. Becky Schneider (Yam).
250 AM KNOBS: 1. Brian Hall (KTM); 2. Steve Smith (Suz); 3. Dave Land (Suz).
500 AM: 1. John Christiansen (Yam); 2. Rex Fisher (Hon); 3. John Potter (Hon).
500 PRO: 1. Ryan Fisher (Yam); 2. Marty Zerbel (Yam); 3. Jim Perry (Hon).
OPEN AM: 1. Dan Kirk (Hon); 2. Mike Niday (Hon); 3. Keith Hyatt (Mai).
OPEN PRO: 1. Randy Roose (Yam); 2. Billy Taylor (Yam); 3. Randy Green (Hon).

## Mesecher tops CEA/FRA Double Chase Enduro

**By Mike Klinger**

LUCERNE VALLEY, CA, NOV. 3

California Enduro Association (CEA) and Family Enduro Association (FRA) combined manpower to host the 1985 CEA/FRA District 37 National Championship Double Chance Enduro at the dust capital of the world, Soggy Dry Lake in the heart of Lucerne Valley. The Double Chance Enduro was the last enduro for the 1985 California Golden State Series with the first two loops being scored for the FRA entrants and all three loops tallied points for the championship event.

Twenty-year-old Robb Mesecher put his Kolbe Honda/American Honda-support CR250 in the top ranks of the 300-rider field and narrowly beat out his Answer Products partner, Scott Sampson, also on a Honda CR250, by 1.045. Following the event, Mesecher commented that Keith Reeves and Ray Hunold, both of American Honda, have literally built his CR250 into a rocketship and the hours have paid off. The Double Chance win was sweet after some hard luck in the FRA October event and a bad motocross crash in August of this year that put him in the hospital.

The dust was the worst that could be possible, said many of the riders. On the first loop, the silt and ruts were so bad that the footpegs on the bikes would drag while riding in the ruts, and rider flopping over was commonplace even before the 2.9-mile speedo check. Anne Crawshaw of the Training Wheels MC CLub bested the Women's class for the win on the first loop aboard another 250cc Honda.

The second and final loop for the FRA riders was an 11-second battle between Mesecher and Sampson. After both riders zeroed the first three checkpoints, Sampson beat Mesecher by one second into the first test section. After checks five and six, the second and final tie-breaker check, checkpoint seven, was the decider for the FRA overall win. Mesecher just beat Sampson by 12 seconds in the special test, giving him an 11-second advantage and the overall win. Open class Husky rider Rick Daniel took third overall due to dropping two points in checkpoint seven, where Mesecher and Sampson only dropped one. Yamaha IT200 rider Tony Casaga (200 A) picked up fourth overall among all the AA riders. Billy Fulmer Jr. (250 KTM), 1985 ISDE Silver medalist, Big Bear Trail Riders Jim Bollingmo and Duralube's John Jacobsen (200 Kaw) actually had three of the best scores at the decisive tie-breaker check on loop two: 1.75, 1.73 and 1.79 were scored respectively, but all three riders burned the check prior to the tie-breaker, dropping two points.

United Enduro Association's Steve Gilmore (Yam 490) took the honors of placing the best score for any B rider in the two-loop event. Gilmore turned in a score of 6.348, good enough for 33rd overall. David Peo-

ples (Hon 500) had the best score for a C rider, 7.152.

The CEA third loop was pure championship competition between the top five fast guys. After a flat front tire in the special test on loop two, Mesecher and crew worked feverishly to switch wheels before minute 12 was ready to go. Sampson knew at the end of loop two he was 11-seconds off of Mesecher, and he really had to blast on the special test on loop three. With mind and machine being tested, Sampson made a drastic mistake in the eight-mile Special Test that combined speeds from 36 mph to 24 mph and back to 36 mph. Sampson crossed the green cards early and burnt the check by 45 seconds, losing two points to add salt to the wound. Mesecher zeroed the same check, losing 13 seconds. In the special test, Mesecher crashed hard, almost breaking some ribs and tearing his elbow open. He mentioned that the hard crash slowed him down just enough to zero the check. Daniel continued his great riding in loop three and placed third overall and mere seconds ahead of FRA Trick or Treak winner Grant Palenske (Hon 250). Following Palenske was Barbenders' Lowell Spiva (Hon 250), then Hallman Racing's Chip Howell (Hus 400). Seventh overall went to Training Wheels' Billy Fulmer Jr. with Peter Postel (Hon 250) and Kevin Hopkins (Hon 250) trying to catch Fulmer.

### Results

OVERALL CEA 3 LOOPS: 1. Robb Mesecher (Hon 250) AA; 2. Scott Sampson (Hon 250) AA; 3. Rick Daniel (Hus 500) AA.

CEA 2 LOOPS: 1. Scot Sinnig (Hon 125) C; 2. Tim Whisnant (Hus 500) C; 3. Scott Taylor (Hon 500) C.

FRA 2 LOOPS: 1. Robb Mesecher (Hon 250) AA; 2. Scott Sampson (Hon 250) AA; 3. Rick Daniel (Hus 500) AA.

FRA 1 LOOP: 1. Anne Crawshaw (Hon 250) B; 2. Jean Hetherington (Hon 250) C; 3. Jennifer Murray (Yam 200) C.

## OMRRA honors season winners

**By Russ Cazier**

PORTLAND, OR, NOV. 16

The Oregon Motorcycle Road Racing Association capped another year of racing with its annual awards banquet at the Monte Carlo restaurant in Portland today.

In addition to presenting trophies to the top racers in each class and overall points winners, club president Dick Winningstad paid special tribute to corner workers, scorers, tech inspectors, administrative personnel and even your *Cycle News* reporter. Thanks to the efforts of Howard Pinkstaff, the plaques for class winners featured metal engraved photos of the racers in action.

A special award was made to Jim Bixel for the only vertical crash ever recorded at Portland International Raceway. Bixel low-sided coming out of turn nine, but his motorcycle bounced back up, continued down the track without him, and came gently to rest, upright, leaning against the guard rail.

Mike Johnson, riding a 500cc Interceptor, garnered enough points riding in three classes to repeat as overall points winner for 1985.

### Results

YEAR END POINTS CHAMPIONSHIPS

OPEN PROD: 1. Keith Pinkstaff; 2. Craig Gottschalk; 3. Anthony Thompson.

750 PROD: 1. Gene Brown; 2. Mike Johnson; 3. Robert Schuff.

600 PROD: 1. Mike Johnson; 2. Steve Littlejohn; 3. Quentin Hogan; 4. Robert Schuff.

450 PROD: 1. Michael Given; 2. Larry Trow; 3. Sanford Brown.

SUPERBIKE: 1. Keith Pinkstaff; 2. Dale Zlock; 3. Jeff Tutobene.

600 CAFE: 1. Mike Johnson; 2. Gene Brown; 3. Robert Schuff; 4. Quentin Hogan.

450 CAFE: 1. Eric Garland; 2. Gary Crenshaw; 3. Michael Given.

F-1: 1. Dan Zlock; 2. Keith Pinkstaff; 3. Jeff Morrow.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• ***Dirt Rider*, October 1985**

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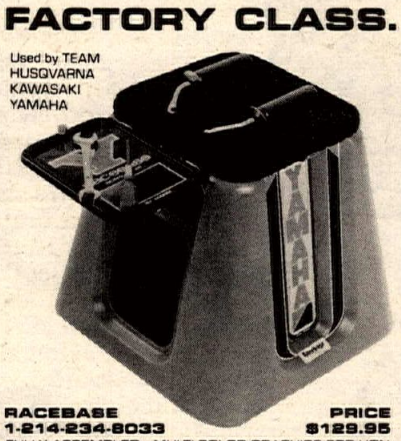

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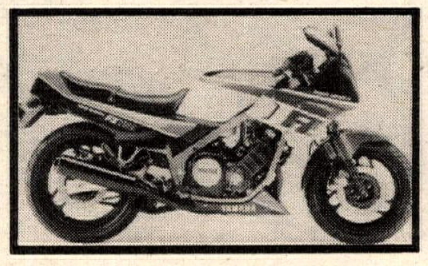

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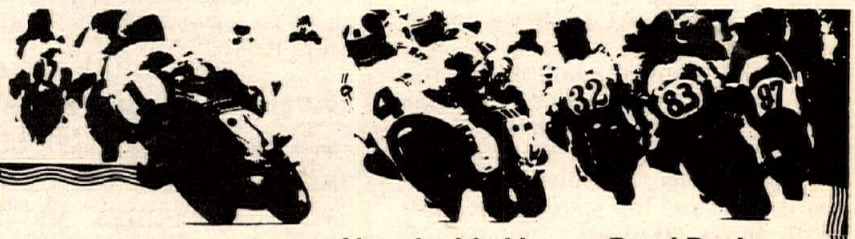

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## The Yamaha Christmas Store.

PHOTO BY MICHAEL ROSS

**Robert Naughton (44) captures the holeshot at the start of the second 250cc Pro moto in Firebird.**

F-2: 1. Dale Franklin; 2. Mike Sullivan; 3. Terry Williams.
F-3: 1. Warren Burton; 2. Cliff Baker; 3. Paul Bulton-Smith.
OPEN SGL: 1. Howard Pinkstaff; 2. Ed Caswell; 3. Don Hanset.
BoTT: 1. Tony Howard; 2. Ward Rodgers; 3. Dick Winningstad.
OVERALL: 1. Mike Johnson; 2. Gene Brown; 3. Keith Pinkstaff; 4. Alan Edwards; 5. Steve Littlejohn.

## Jones tops Open Pros at SMX Perris

**By Terry Whytal**

PERRIS, CA, NOV. 16

Former National Champion Gary Jones powered his Honda to a convincing win at this week's SMX Open Pro race Jones swept both motos despite tough competition from Kawasaki-mounted Tim Hanna, who followed Jones to the checkers in each moto to earn the runner-up share of the purse. Jim Hoover placed his Honda third for the day ahead of Yamaha pilot Thom Thomsen.

Yamaha rider Russ Wageman posted two 250cc moto wins to ace the Pro class. Yamaha-mounted Ed Arnet battled with Kawasaki pilot Jim Palmer for the number two slot, with Arnet getting the nod and Palmer settling for third.

Robert Fortier pushed his Kawasaki to the Vet Intermediate class win by posting a 2-1 score ahead of Yamaha-mounted Lee Amaradio. Yamaha rider Tom Conrad rounded out the top three.

Tom Gilje (Yam), Honda pilot Steve Piattoni and Suzuki-mounted Fred Willert put on the best show of the day when they dueled for supremacy in the 250cc Intermediate class. Piattoni won the first round but dropped to third in moto two, allowing Gilje to claim the overall win with a 2-1 score. Piattoni took second with Willert earning third place honors.

Billy Paugh topped the 125cc Novice class over fellow Kawasaki rider Guy Deckert, whose second moto win wasn't enough to offset a poor performance in the first moto. Danny Sanchez placed his Suzuki third.

### Results

OPEN PRO: 1. Gary Jones (Hon); 2. Tim Hanna (Kaw); 3. Jim Hoover (Hon).
250 PRO: 1. Russ Wageman (Yam); 2. Ed Arnet (Yam); 3. Jim Palmer (Kaw).
125 PRO: 1. Brian Myerscough (Yam); 2. Joey Tuttobene (Yam).
VET EX: 1. Gary Jones (Hon); 2. Alan Olson (Hon); 3. Tom White (Suz).
VET INT: 1. Robert Fortier (Kaw); 2. Lee Amaradio (Yam); 3. Tom Conrad (Yam).
VET NOV: 1. Mike Ishida (M-S); 2. Reid Frank (Hon); 3. Jack Millard (Hon).
OPEN INT: 1. Kevin Fringer (Yam); 2. Mark Jones (Hon); 3. Dan Cukar (Hon).
250 INT: 1. Tom Gilje (Yam); 2. Steve Piattoni (Hon); 3. Fred Willert (Suz).
125 INT: 1. Craig Davis (Kaw); 2. John Sullivan (Kaw).
OPEN NOV: 1. Carl Schockley (Suz); 2. Tom Madsen (Hon); 3. Tony Perry (Hon).
250 NOV: 1. Todd Petersen (Kaw); 2. Mike Norman (Hon).
125 NOV: 1. Billie Paugh (Kaw); 2. Guy Deckert (Kaw); 3. Danny Sanchez (Suz).
OPEN BEG: 1. Ron Wood (Hon); 2. Dan Stones (Hon); 3. Tim Kight (Yam).
250 BEG: 1. Chris Christianson (Kaw); 2. Pat Fringer (Yam); 3. Jim Langston (Hon).
125 BEG: 1. Jason Jones (Kaw); 2. Greg Coy (Hon); 3. Bill Kolkman (Kaw).
80 INT: 1. Sloan Cooper (Yam); 2. Dana Wiggins (Suz).
80 NOV: 1. Scott Martin (Kaw); 2. Jeff Lewis (Kaw); 3. Raymond Hensley (Yam).
80 BEG: 1. Kevin Thom (Kaw); 2. Jonathan Knight; 3. Tony Amaradio (Yam).
60 NOV: 1. Travis Preston (Hon); 2. Shawn McIntosh (Kaw).

## Irwin snows 'em at Wilseyville HS

**By W. H. Spencer**

WILSEYVILLE, CA, NOV. 10

ISDE Vets Jeff Irwin, Charlie Halcomb and Dave Bertram took the top three spots over a field of 90 riders who braved the driving snow and freezing temperatures at the annual D-36/AMA Wilseyville Classic Hare Scrambles. Vet Expert and former flat track ace Eddie Edgyed was first 125cc Junior and fourth overall, and Lance McPhee was top 250cc Expert, rounding out the top five overall.

Leading the Expert tour out of camp was Ken McKenzie on his KTM, with Husky rider Halcomb out to show why he got the number one cross country plate. The snow continued to fall for the first two laps and then turned into freezing rain, which really made for a slippery time. The course ran at the 3480-ft. elevation level of the Sierra foothills with a romp through the woods to grandma's and some interesting water crossings that weren't really that tough. The tough parts were the two uphill sections that became bottlenecked with tremendously deep ruts that were hard to traverse.

Arriving first at the home check in just 24 minutes was Halcomb on his new cross country 1986 Husky 400, but it was McKenzie who chased him out of town, passing back into the lead. Red Neck Rooster Duck Dowell, along with Bertram, Irwin and Darrol Brown, made up the leading part of the Open Experts, while Edgyed was first Vet Expert on his trusty Honda four-stroke.

John Haaker (South City Cycles/Hus) had troubles on lap one and was doing the catch-up while Walt Feyling had the Old Timer Expert lead in hand. Al Sine and Billy Bissell dueled for the Open Junior portion, while Kevin McMurray held off Brad Hinson's come from behind just in front of Brad Holcomb for 250cc Junior honors.

Another 25 minutes and it was Bertram and the Cycle Gear Husky a minute in front of Halcomb and Dowell, while McKenzie stopped for goggles, gloves, heat or something, but only momentarily. McPhee and his Suzuki appeared to have the 250cc Expert show in hand, while Irwin was back another minute with Cloyse Holland Sr. tagging along in the Old Timer Expert class on his four-stroke Kawasaki. Haaker had caught up some more with Scott Sinclair and Brown chasing hard.

Edgyed started his third lap about eight minutes behind the leaders but still up for the Vet Expert class, having passed Old Timer Expert Curt McMahon. McKenzie was almost two minutes down with Bertram, Irwin and Haaker all caught up, along with Dowell and McPhee another minute behind and then Edgyed. Two more minutes saw Brown and then Feyling.

"I was pretty sure that I was second on the start of the fifth lap, behind Irwin, and I really was going to be quite content with that, as the cold was really getting to me. I fell on one uphill and even though no one got by, I was happy just to finish," reported Halcomb from the warmth of his San Diego office when apprised that the first set of results had him scored with the overall win. Irwin hadn't hung around after the race for results and really didn't know how he had done, but both riders had thought they were close to the front. What with checking and rechecking and finding some strange hieroglyphics, it was determined that Irwin, on his Interlink/Hi-Point/Sun River Cycle Husky, was the winner of the five-foot trophy.

"I was just happy to have finished," he relayed on Tuesday morning, when he found out he was the semi-official winner. "I had a lot of troubles with the deep ruts late in the day and the uphills were getting really bad, but the cold was the worst part. We just split after the race because it looked like we might get stuck in the meadow." In fact, it started to snow, big time, just after the start of the Novice race and the power in the area went away, although everyone was already on generators.

Sine held off Bissell for the Open Junior win while McMurray topped the 250s over Holcomb after Hinson tried to uproot a tree while in third 250cc Junior. Taz Harvey took home the 125-200cc combined Junior trophy for Richmond Honda, and Phil Douglas came back to the racing scene for second with four laps complete in Vet Expert. Lou Boreno held on the longest for the Old Timer Expert win over wild man Lynn Ritner, former D-36 steward, with Jack Colombe third over a failing Feyling.

Open Novice winner Ken Magann kept off Dave Fraley and Rich Gerow while Neal Belvoir upended the A & A Racing entry of Joe Abrams. Rex Gideon topped Jerry Berkowitz for top 200cc Novice honors and Bad Brad Raymond surprised himself with a first in the 125cc Novice on his SK Cycle Honda.

### Results

OVERALL: 1. Jeff Irwin (Hus); 2. Charlie Halcomb (Hus); 3. Eddie Edgyed (Hon); 4. Dave Bertram (Hus); 5. Lance McPhee (Suz); 6. Darrol Brown (Hon); 7. Jeff Watts; 8. Glen Scott; 9. Phil Douglas (Hon); 10. Dave Wood (Yam).
OPEN EX: 1. Irwin; 2. Halcomb; 3. Brown.
250 EX: 1. Watts; 2. Scott; 3. Eric Harvey.
125-200 EX: 1. Don Haogland.
VET EX: 1. Edgyed; 2. Douglas; 3. Mike Marinkovich.
OT EX: 1. Lou Boreno; 2. Lynn Ritner; 3. Jack Coloumbe.
OPEN JR: 1. Al Sine; 2. Bill Bissell Jr.; 3. Bob Rice.
250 JR: 1. Kevin McMurray; 2. Brad Holcomb; 3. Greg Bailey.
125-200 JR: 1. Taz Harvey (Hon).
VET JR: 1. R. C. McBroom; 2. Steve Holben; 3. Brad Mark.
OT JR: 1. Steve Thompson; 2. Ed Jardine.
OPEN NOV: 1. Ken Magann; 2. Dave Fraley; 3. Rich Gerow.
250 NOV: 1. Neal Belvoir; 2. Joe Abrams; 3. James Bunnings.
200 NOV: 1. Rex Gideon; 2. Jerry Berkowitz.
125 NOV: 1. Brad Raymond (Hon); 2. Robert Allan White.

## Naughton soars at Firebird MX

**By Mike Ross**

CHANDLER, AZ, NOV. 24

Robert Naughton topped the Expert class today in round three of the Arizona State Championship at Firebird motocross winning both motos on a 250 Honda. Brian Hayes (Bel-Ray/United Motosports) holeshot the first moto on his open Honda with Bobby White (Hon) and Naughton right behind him. Naughton dove underneath White and Hayes early in the first lap to take first as Drey Dircks (Sunnyslope Honda/Lancer) moved ahead of White to take second. By lap three Hayes was back to third with White, Dircks and Naughton ahead. On lap four Hayes crashed hard, dropping him back several positions. Naughton's lead was secure, but White (Sunnyslope Honda/AXO/USA Sport) was pressuring Dircks for second while Blose (Young Cycle Supply) lurked in fourth some distance back. At the halfway point in the 10-lap sweepstakes, it was still Naughton, Dircks, White, but Lee Parker's 125 YZ (Maxima/Yamaha World) got around Blose. White was desperate in third and tired several times to pass Dircks as they jumped the double side-by-side. White finally saw daylight and moved into second on lap nine. At the checkered flag Naughton, White and Dircks made it a threesome. Dircks' finish gave him a win in the 125cc class and Hayes managed a third in the Open class. Third in the 250s went to Blose.

In moto two, Naughton rocketed into the lead and never looked back. White was in second and Hayes in third at the first turn, but on lap two Blose had found his way into second. Hayes, hurting after a moto-one crash, dropped back on lap three. White moved ahead of Blose and Dircks on lap five with Parker getting Davis in fifth. Naughton took the checkered flag with White and Dircks right behind. Fourth overall went to Palmer, Dircks' second overall gave him the 125cc crown while Parker got second place in that class. Hayes' 3-1 finish was good enough for first place in Open Expert.

Jimmy Gaddis (Suz) and Jimmy Button (Hon) renewed their rivalry in the 80cc Expert class. In moto one, Gaddis (U.S. Suzuki/Scott/Factory Rider/Gear) recovered after crashing on lap six, to repass Button (American

Honda/PJ-1/Scott) and take the win. In moto two Gaddis ran strong but required too much ground time to beat Button. Button took the overall win.

The 125cc Novice race featured Paul Reed's Honda as he rode to an easy win over Tad Davis (Motorcycle and Marine), Floyd Vaughn (Kaw) and Leon Capps (Kelly's Kawasaki, in the first moto. Unfortunately, Reed crashed out of contention while leading the second moto, and Deano Cowan went on to take the win. Vaughn remounted for eighth, with Capps in second ahead of Davis. Tad took the overall win for the day.

The Mini-Amateur class featured some of the best racing of the day as J.J. Tunnell (Motorcycle and Marine) showed he has the "right stuff" by holding off a determined Justin Jaurequid (BP Comp./Maxima) and an equally determined Peter Wickersham (Quakerstate/Desert Corvette). Tunnell won both motos.

Scott Connelly shone when he ran away from the field in the Mini-Novice class. Look for Connelly to move up to Amateur after the championship.

Don Tistle (KX) continued his winning ways by taking the first moto in the competitive 250cc Novice class ahead of Biff Barner and Ronald Gamble (Vern's Body Shop). Don had to work hard for fourth during moto two after having problems. Juan Rivera got first and Chris Jordan (Camelback Honda) took second during moto two. Tistle's 1-4 finish gave him the overall win.

### Results

PEE WEE: 1. Steven Bitzilly (Kaw); 2. Brian Cook (Kaw); 3. Jimmy Mokrey (Hon).
MINI BEG: 1. Doug Shadd (Kaw); 2. Danny Stewart (Hon); 3. Wes Adkins (Yam).
MINI NOV STK: 1. Scott Connelly (Suz); 2. Scott Carnell (Kaw); 3. Brian Cook (Kaw).
MINI INT STK: 1. J.J. Tunnell (Kaw); 2. Matt Lauerman (Kaw); 3. Pete Wickersham (Kaw).
MINI NOV MOD: 1. Scott Connelly (Suz).
MINI INT MOD: 1. J.J. Tunnell (Kaw); 2. Justin Jaurique (Kaw); 3. Pete Wickersham (Kaw).
125 BEG: 1. Kris Tower (Kaw); 2. Brian Eliason (Hon); 3. Shawn Melton (Kaw).
125 NOV STK: 1. Tad Davis (Kaw); 2. Deano Cowan (Hon): 3. Leon Capps (Kaw).
125 NOV MOD: 1. Deano Cowan (Hon); 2. Leon Capps (Kaw); 3. Tim Barker (Hon).
125 AM STK: 1. Billy Carlson (Hon); 2. Wes Parker (Yam); 3. Mike Bailey (Kaw).
125 AM MOD: 1. Billy Carlson (Hon); 2. Wes Parker (Yam); 3. Jerry Stuart (Kaw).
125 EX: 1. Drey Dirks (Hon); 2. Dennis Parker (Yam); 3. Kurt Shupe (Kaw).
250 NOV: 1. Don Tistle (Kaw); 2. Ronald Gamble (Yam); 3. Chris Jordan (Hon).
250 AM: 1. Neil Christman (Hon); 2. Jeff Smith (Kaw); 3. Steve Davis (Kaw).
250 EX: 1. Robert Naughton (Hon); 2. Bobby White (Hon); 3. Chappy Blose (Suz).
OPEN NOV: 1. John Schroeder (Hon); 2. Tracy Mallory; 3. Ronald Gamble (Yam).
OPEN AM: 1. Jeff Conradson (Hon); 2. Ken Wood (Hon); 3. Kirk Wyatt.
OPEN EX: 1. Brian Hayes (Hon); 2. James George (Kaw); 3. Tom Witt.
OT: 1. Larry Noel (Yam); 2. Bill Meyer (Kaw); 3. Willie Giroir (Kaw).

## Naughton, Frank take Fleming Memorial MX

**By Joanne Pryor and Michael Ross**

BLYTHE, CA, NOV. 16-17

Over 400 riders gathered at Blythe Raceway to offer over 1600 fans a chance to see perhaps the very best motocross racers from California, Arizona, Nevada, and New Mexico, on equipment ranging from the Pee Wees to the Open bikes at the Kyle Fleming Memorial MX this weekend.

Robert Naughton, Bobby Moore, and Billy Frank dominated Sunday's action to split the bulk of the $4000 purse. The first moto of the 250cc Pro class began with Naughton out in front of the 27-rider pack and Shaun Kalos on his back fender. The challenge ended, though, in the fourth lap, when Kalos went down and Suzuki's

PHOTO BY MICHAEL ROSS

**Robert Naughton (left) and Russ Wageman dice at the Kyle Fleming Memorial MX.**

Moore went into second. Moore let no distance increase in his pursuit of Naughton, but was unable to gain. Kalos restarted his bike while Willie Surratt, A.J. Whiting, and Russ Wageman moved past, regained his composure and moved up to take fourth in the moto behind Wageman.

When the gate dropped in the second moto, Naughton was again out in front, but not for long, as Wageman took the inside line by the tower, to lead on the third lap. Moore, followed by Whiting and Frank, was close behind until Whiting pushed his way through, leaving Moore to contend with Frank. Whiting continued his challenge, passing Naughton and taking the lead from Wageman. Naughton's charge renewed, and in the final laps, he slipped under Wageman to take a second at the checkered flag with Moore in fourth and Surratt taking fifth. Naughton took the overall trophy with Wageman second and Moore third.

In the 125cc Pro race, the 20-rider gate saw Frank take over Jeff Matiasevich's first-place position after three laps. Frank didn't look back again as Matiasevich held his position, but the race behind him between Drey Dircks, Mike Kiedrowski, Ty Davis, Kirt Henricksen, Naughton and Surratt was fierce. The white-flag lap found Naughton and Surratt passing Dircks for the fourth and fifth spots while Matiasevich and Kiedrowski held second and third to the checkered.

The second moto had a different leader in Yamaha's Brian Myerscough, who led from start to finish. Frank followed in second, but from there back it was anyone's guess as Moore came from a seventh-place start to third, as Dircks maintained his fourth-place position. Naughton gave an impressive ride, coming from 11th place at the start, to finish fifth. Frank took home the 125cc Pro overall trophy, with Myerscough taking second, Matiasevich third and Naughton fourth.

In Amateur action, Mike Young and Brian Pryor traded first-place domination in the 125cc class with Young taking the Stock class and Pryor the Modified. A first-moto dogfight in the Stock race between Brent Wineland, T.L. Taylor, and Jeff Capt kept the crowd alert. And, Kawasaki-mounted Jeff Mabery's four-out-of-four wins in the 250cc class in tight battles with another California rider, Terry Szucsko, proved to be another


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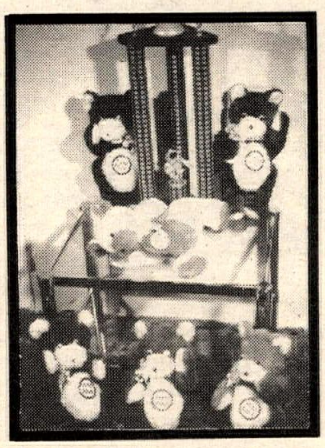

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PHOTO BY HOT SHOTS

**Greg Zaratiegui jumps to the Pee Wee Intermediate win at the Nevada State Motocross Championship Series in Las Vegas.**

crowd pleaser.

In the sidehack class an impressive ride by Pete and Scott Whitney of California earned them overall in the Pro division.

Special mention should be made of Saturday's top competitors: Butch Smith, 9-11 Mini rider, four first place motos; Circle Industries rider and winner of the recent Trans-Cal series, Brian Ensey, dominating his 80cc Beginner class; Cagiva-mounted Rob Sasson, leading from the beginning and winning four of four in the 125cc Novice class; Scott Connelly of Arizona, another winner of all four motos on his Honda; and Jacob Swain and Damon Huffman, two riders in the 9-11 Mini class, who put on a great show for the fans.

### Results

PEE WEE: 1. Jake Kuzowski (Suz); 2. Chris Wheeler (Yam).
JR CYC: 1. Jesse James (Kaw); 2. Jacob Swain (Kaw); 3. Damon Hoffman (Kaw).
80 9-11 STK: 1. Butch Smith (Suz); 2. Damon Huffman (Yam); 3. Scott Carnell (Kaw).
80 9-11 MOD: 1. Butch Smith (Suz); 2. Roger Doggrell (Yam); 3. Mike Mennig (Kaw).
80 BEG: 1. Brian Ensey (Hon); 2. Aaron Hernandez (Yam); 3. Joey Curtis (Kaw).
80 NOV STK 12+: 1. Scott Connelly (Hon); 2. Jason Kawell (Kaw); 3. Todd Smith (Kaw).
80 NOV MOD 12+: 1. Scott Connelly (Suz); 2. Todd Davis (Yam).
80 AM STK: 1. Matt Lauerman (Kaw); 2. Lance Taylor (Hon); 3. Justin Jaurique (Kaw).
80 AM MOD: 1. J.J. Tunnell (Kaw); 2. Lance Taylor (Hon); 3. Justin Jaurique (Kaw).
80 EX STK: 1. Jimmy Gaddis (Suz); 2. Jimmy Button (Hon).
80 EX MOD: 1. Jimmy Gaddis (Suz); 2. Jimmy Button (Hon).
SIDEHACK AM: 1. Harte/Harte (Mai); 2. Ridyard/Sanders (Eml/Yam); 3. McCarty/Large (Yam).
SIDEHACK PRO: 1. Whitney/Whitney (Eml/Hon); 2. Palfreyman/Palfreyman (Yam/Wasp); 3. Curtis/Redondo (Eml/Yam).
125 NOV STK: 1. Rob Sasson (Cag); 2. Stuart Kelly (Kaw); 3. Paul Reed (Hon).
125 NOV MOD: 1. Stuart Kelly (Kaw); 2. Paul Reed (Hon); 3. Rob Sasson (Cag).
125 AM STK: 1. Mike Young (Cag); 2. Brian Pryor (Kaw); 3. Jeff Capt (Cag).
125 AM MOD: 1. Brian Pryor (Kaw); 2. Mike Young (Cag); 3. Jeff Capt (Cag).
125 PRO: 1. Billy Frank (Yam); 2. Brian Myerscough (Yam); 3. Jeff Matiasevich (Kaw).
250 NOV: 1. Rob Sasson (Cag); 2. Don Tistle (Kaw); 3. Bruce Burr (Kaw).
250 AM STK: 1. Jeff Mabery (Kaw); 2. Steve Brooks (Yam); 3. B.J. Millspaugh (Kaw).
250 AM MOD: 1. Jeff Mabery (Kaw); 2. John Humphrey (Yam); 3. Jeff Smith (Kaw).
250 PRO: 1. Robert Naughton (Hon); 2. Russ Wageman (Yam); 3. Bobby Moore (Suz).
OPEN NOV: 1. Ronald Gamble (Yam); 2. Willie Giroir (Kaw); 3. Tracy Mallory (Hon).
OPEN AM: 1. Mark Jones (Hon); 2. Donnie Gaddis (Kaw); 3. John Beaver (Yam).

## Underwood undermines Pros at Las Vegas MX

**By Dick Goodwin**

LAS VEGAS, NV, NOV. 17

Scott Underwood and Eric Sackett dominated the combined Pro class at this round of the Nevada State Championship Series at Las Vegas Motocross Park, placing first and second overall and winning their respective classes.

The first-moto lead belonged to Wally's Honda-sponsored Underwood, who blasted off the line leaving Barry Hill and Pat Shields to pursue. Sackett pulled a "moon shot" off the second jump to roar into second place. It didn't last long, however, as he and Shields went down in the next corner. Underwood, riding hard, bulled his way to an easy victory. Sackett, meanwhile, rode to third place behind Shields after recovering from his spill.

Hill smoked the pack in moto two, just ahead of Anthony Pasqualotto and Shields. Pasqualotto slid out and Shields crashed hard over the money jump, leaving the onrushing Sackett in second place. Sackett grabbed the lead on the whoop section, with Underwood following in second. In this race, Sackett stayed on two wheels and streaked to a big victory over Underwood. Shields recovered to finish third, followed by Pasqualotto and Hill. Underwood's 1-2 was good for first overall and first 250cc, with Sackett's 3-1 finish netting second overall and first 125cc.

In other racing action, Chris Pocino dominated the 125cc Novice class with two perfect motos. He started the first race with the holeshot, just

ahead of Brad Simcox and Steve Goodwin, with Joey Hoak in pursuit. Pocino went on to win by a large margin over Kevin Bartlett and Goodwin. Craig Cummings finished in fourth.

Second moto action saw Pocino with the holeshot again, this time with Goodwin and David Gianchetti on his trail. As in moto one, Pocino dashed on to an easy win over Goodwin, Gianchetti, Hoak, and Bartlett. Overall results saw Pocino in first, Goodwin second, and Cummings third.

### Results

PEE WEE 2-WHEEL NOV: 1. John Meng; 2. Russell Pearson; 3. Mike Laskowitz.
PEE WEE 2-WHEEL INT: 1. Jason Partridge; 2. Greg Zaratiegui; 3. Brian Barnson.
JR CYCLE NOV (6-8 YRS): 1. Jason Partridge; 2. Greg Zaratiegui; 3. Matt Camden.
JR CYCLE NOV (9-11 YRS): 1. Levin Sackett; 2. Chad Anderson; 3. Frankie Villegas.
JR CYCLE INT (6-8 YRS): 1. Brian Barnson.
JR CYCLE INT (9-11 YRS): 1. Mike Gilbert; 2. Jimmy Griego; 3. Carey Hart.
80 NOV (9-11 YRS): 1. Michael Michels; 2. Mike Gilbert; 3. Carey Hart.
80 NOV (12-16 YRS): 1. Jeff Hodge; 2. Kevin Clark; 3. David Griffith.
80 INT: 1. David Griego; 2. Chris Trickle.
80 EX: 1. Kerry Mulligan; 2. Derek Titus.
125 NOV: 1. Chris Pocino; 2. Steve Goodwin; 3. Craig Cummings.
125 INT: 1. Lonnie Faulkner; 2. Johnny Day.
125 PRO: 1. Eric Sackett; 2. John Slavens.
250 NOV: 1. John Hill; 2. Geno Ramsay; 3. Daniel Volk.
250 INT: 1. Shane Johnson; 2. Ken Teeters; 3. David Moon.
250 PRO: 1. Scott Underwood; 2. Pat Shields.
500 NOV: 1. Lyle Bingham; 2. Chris Slaughter; 3. Larry Tashiro.
500 INT: 1. Alex Hill; 2. Dan Wagner; 3. Michael Phillips.
500 PRO: 1. Anthony Pasqualotto; 2. Barry Hill; 3. Mark Hitechew.
VET NOV: 1. Bill Bearup; 2. Craig Mojeske; 3. Jac Lindell.
VET EX: 1. Lee Pearson.
PP: 1. Mary Ann Gusakov.
60 MOD (9-11) INT: 1. Mike Gilbert; 2. Jimmy Griego; 3. Carey Hart.
80 MOD NOV: 1. Jeff Hodge; 2. Eric Griffith; 3. David Griffith.
80 MOD INT: 1. David Griego; 2. Chris Trickle.
80 MOD EX: 1. Kerry Mulligan.

## Sampson wins Bad Mountain snowy enduro

**By Kit Palmer**

GORMAN, CA. NOV. 10

Scott Sampson and his CR250 Honda survived thick fog, high winds, cold temperatures, snow and ice, and a flat rear tire during the second loop to nail the overall win at Checkpoint M.C.'s Bad Mountain enduro. Sampson, sponsored by Answer Products, Kolbe Honda and Duralube, dropped only four points after two 40-mile loops, beating Husqvarna-mounted Bill Berroth by one minute; however, Berroth captured the Open A class win on his Husky 430 Auto. Honda rider Bruce Ogilvie claimed the Four-Stroke class victory by placing fourth overall and losing a total of six minutes. Steve Williams finished third overall on his CR500 Honda, taking second in class behind Berroth. Only one minute separated the two riders.

A week before the event, it looked doubtful the event would even run after a stormy cold front passed through the area and dropped a few feet of snow, but enough sunshine between the snow storm and the event made it possible for it to run, even though one section did get thrown out because of snow and ice.

The first-loop trail was fairly easy for most riders. The trail featured canyon-type terrain with some tight switch-back sections, sand washes and a few downhills, while traction was nothing less than perfect. Riding at the top of the hills was a little tricky because the fog was so thick it was hard to see the ribbons. Sampson and Williams zeroed every check in the first loop, while Berroth and Ogilvie each dropped a minute at the final check.

The second loop proved to be the much tougher of the two loops. The trail ran riders up the mountainous section where snow became a crucial factor. About 20 miles into the loop, there was a 40-minute reset, then things started getting tough. Right after the reset, Berroth ran into trouble. "I got a little out of shape and went through some bushes that pulled the odometer cable out of the drive," said Berroth. "From then on, I rode by the brail method. Somehow I managed to zero the next check, it was just blind luck. After that I stayed with the riders a minute ahead of me, so I tried to figure things from there." Open A rider Ron Lawson (Husky 430 Auto), who finished sixth in class, and Open A Vet rider Tom Webb (Husky 400), who placed fourth in his, experienced the same problem as Berroth during the second loop. Meanwhile, Sampson was having his problems with a flat rear tire.

Sampson, however, continued to zero the next two checks as did Williams. Between the third and fourth check was the hill that knocked out nearly 70 riders from the event. It was a jeep trail that had turned to ice making the climb nearly impossible. A huge bottle neck formed, but Sampson was able to get a run at the hill before the bottle neck and made it to the top reasonably easy. He did, however, drop three minutes there. Berroth, who rode with studded tires motored up the hill and around the bottle neck, but he too lost three minutes. "I put the studded tires on as a joke," said Berroth. "We had them at the shop and everyone there kiddingly said I should use them, so I did. Over the rocks and through the water streams, the bike was really squirrely, and it was like riding on ice. The hill was the only place it was an advantage."

It took an average of about 30 minutes for most riders to reach the next check that was located halfway up the hill. However, many riders with late numbers ended up houring out, or didn't even make an attempt on the icy hill.

The following check, Sampson lost his fourth point. "The check was off," said Sampson. "I was right on time according to my clock, but I was a minute late. Everybody was at least a minute late there, and they couldn't figure out why." As it turned out, nobody zeroed the fifth check.

KTM-mounted Billy Fulmer Jr. finished sixth overall for second 250 A; Peter Postel (Hon) wound up sixth overall and took second A Four-stroke, while Yamaha-mounted Jack Labrum placed seventh overall taking first A Vet.

First overall B rider was 500cc Honda-mounted Chip Hamrick, while Michael Smith on a 200cc Yamaha took second. Overall C rider was Bill Trubey with a 1:63 score, while Terry Bleyl took second with 1:68.

### Results

OVERALL: Scott Sampson (Hon).
OPEN A: 1. Bill Berroth (Hus); 2. Steve Williams (Hon); 3. John Ferro (Hon).
250 A: 1. Scott Sampson (Hon); 2. Billy Fulmer Jr. (KTM); 3. Robb Mesecher (Hon).
200 A: 1. Jon Speight (Yam); 2. Donnie Simone (Kaw); 3. Kevin Stool (KTM).
FOUR-STROKE A: 1. Bruce Ogilvie (Hon); 2. Peter Postel (Hon); 3. Vernon Gabbert (Hon).
VET A: 1. Jack Labrum (Yam); 2. Mark Cook (Yam); 3. Ken Markling (Yam).
SR A: 1. David Sweeney (Hus); 2. Don Ogilvie (Hon); 3. Norman Morris (Hus).
SSR A: 1. Ron Morenthaler (Hus); 2. Bill Fulmer Sr. (Hus); 3. Ron Fry (Hon).
OPEN B: 1. Chip Hamrick (Hon); 2. Chris Steward (Yam); 3. Bruce Orr.
250 B: 1. George Hamill (KTM); 2. Steven Herman (KTM); 3. Andre Butcher (Yam).
200 B: 1. Michael Smith (Yam); 2. Bobby McLain (Hon); 3. Robert Bush (Kaw).
FOUR-STROKE B: 1. Fran Kuhn (Hon); 2. Kirk Smith (Hon); 3. David Riker (Hon).
VET B: 1. David Goodhue (Kaw); 2. Mike Ferro (Yam); 3. Will Russell (Hus).
SR B: 1. Norman Wykoff (Hus); 2. Dennis Scammell (Yam); 3. Pat Souza (Yam).
WOMAN'S B: 1. Candy Hand (Yam); 2. Jerilynn Posnoff (Yam).

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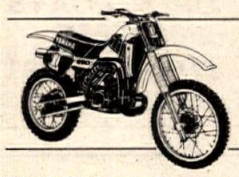
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PHOTO BY LEE DENLINGER

Dale Rayzor motors to the 80cc Intermediate class win at Sand Hill.

## Bostard bashes Pros at Sand Hill

**By Lee Denlinger**

BRENTWOOD, CA, NOV. 17

Terry Bostard opened the throttle on his 125cc Yamaha to take the overall win in the mixed 125cc/250cc Open Pro classes at Sand Hill today.

The first moto belonged to Honda 500cc rider Rick Mythen (Diablo Sports Cycle/Cycle Gear). In a hotly contested race between Mythen and Honda 250cc rider George Hopper (Mallotts Honda), Mythen took the holeshot with Hopper breathing down his neck. "I felt a lot of pressure from Hopper, and knew I couldn't make any mistakes," commented Mythen later. Bostard had a bad start, and chased Mythen and Hopper, but couldn't reel them in before the finish.

It looked like it would be another Mythen win in the second moto as Mythen and Bostard dueled it out. Racing fender-to-fender, Bostard flew past Mythen on a jump in the seventh lap. Mythen quickly recouped and was within striking distance when his back wheel smacked into a hole off a jump in the last lap. With Mythen on the ground, Bostard swept past the checkers. His 3-1 score gave him the overall Pro class win.

Honda rider Dale Rayzor (Brown Race Prep/SD Racing/A'mi Grips/PJ 1 Cycle Oils) duked it out with Yamaha rider Doug DeLay (Kenny Roberts Yamaha Shop-Modesto) to win the 80cc Intermediate class. Rayzor grabbed the holeshot in the first moto, with DeLay and Jeannie Pritt (Kaw) chasing closely behind. DeLay poured it on, but looped his bike off a jump in the second lap. Junior rider Danny Nelson (Kaw) quickly took DeLay's second place position, only to give it back to DeLay after he crashed his Kawasaki.

Rayzor got the holeshot in the second moto, but a determined DeLay cut on the inside to take the second lap lead. Rayzor retaliated by grabbing the inside line on an off-camber turn and powered his Honda past the Yamaha. DeLay's tries to pass Rayzor were futile, as Rayzor strategically maneuvered his machine to block attempted passes. Rayzor raced across the finish for a well-deserved win.

### Results

60 BEG: 1. Johnny Cipollina (Hon).
80 BEG: 1. Kirk Westphal (Kaw); 2. Dana Massey (Kaw); 3. Jason Lawrence (Kaw).
80 JR: 1. Gres Schroeder (Kaw); 2. Stan Finney (Kaw).
80 INT: 1. Dale Rayzor (Hon).
OPEN BEG: 1. Jim Phillips (Yam).
OPEN JR: 1. Randy Okeds (Kaw).
OPEN INT: 1. Jack Cizevedo (Hon).
125 BEG: 1. Matt King (Kaw); 2. Brett Shelton (Suz).
250 BEG: 1. Neville Roddie (Kaw); 2. Jeff Harris (Hon).
125 JR: 1. Steven Hunter (Hon); 2. Rick Peixoto (Kaw); 3. Todd Enke (Kaw).
125 INT: 1. Danny Paladino (Kaw); 2. Steve Weyraiech (Kaw).
250 INT: 1. Darren Gallager (Kaw).
250 JR: 1. Randy Ohado (Hon); 2. Ricky White (Hon); 3. Jeffery Bublavs (Yam).
125/250/OPEN PRO: 1. Terry Bostard (Yam); 2. George Hopper (Hon).
VET JR: 1. Bill Burnett (Yam).
VET INT: 1. Dan Nelson (Suz).
VET MSTR: 1. Steve Law (Hon).
OT JR: 1. Bob Rayzor (Hon).
OT INT: 1. Max Goode (Yam).

## Coupe, Harriger cash in at Marysville

**By Madame Mabee**

MARYSVILLE, CA, OCT. 20

Dave Coupe and Rodney Harriger had double moto victories in the 125 and 250cc Pro classes at Marysville today. The 250cc Pros started off an exciting day of racing with Coupe out first and Eric Eaton, Kurt Jorgenson and Harriger close behind. Harriger hacked his way up to second place, but Coupe had a 10-second lead and showed no signs of slowing down. Coupe ran away with the moto.

The second moto saw Coupe out front again and Harriger with a better start this time. Hot on his tail, Harriger chased Coupe the entire moto, but he couldn't get around; Coupe went on to take the overall.

Kawasaki-mounted, Hi-Point-sponsored Harriger dominated the 125cc Pro class in both motos. Harriger shot off the line to take the lead and stayed on the gas the entire distance to take the win. Coupe battered his way through the pack and was in second place, but on the last lap he had mechanical problems and dropped out on the last lap. Jim Cressa and Scott Meyers battled all the way with Meyers putting the pass on Cressa on the last lap to take a second place finish.

Larry Dashiell made it look easy, winning both motos in the Open class. Allen Berluti got the holeshot in the first moto, but Dashiell got around on the second lap and went on to take the checkered. In the second moto, Dashiell shot out first and moved away from the pack. Berluti, Jimmy Taylor and Tom Sweeney battled for second. Berluti stayed on the throttle and managed to keep them behind to take second, with Sweeney taking third.

In the Mini ranks 60cc Mini rider Beau Judge had an impressive day. Judge took first with a 2-1 while Tim Keeney took second with a 1-3. Casey Johnson and his Kawasaki turned in a third with a 3-2.

### Results

60: 1. Beau Judge (Kaw); 2. Timothy Keeney (Hon); 3. Casey Johnson (Kaw).
80 BEG: 1. Lee Russell (Kaw); 2. Eric Hodges (Hon); 3. Ken Strahman (Kaw).
80 JR: 1. Wynn Gonsalez (Hon).
80 EX: 1. Greg Tirheirmer (Kaw).
125 BEG: 1. David Sims (Kaw); 2. Jon Venstra (Kaw); 3. Russell Putman (Kaw).
125 JR: 1. Scott Stanley (Kaw); 2. Jim Sullivan (Suz); 3. Tom Lamson (Kaw).
125 INT: 1. Aaron Martin (Kaw); 2. JJ Taylor (Yam); 3. Lance Homer (Kaw).
125 PRO: 1. Rodney Harriger (Kaw); 2. Scott Meyers (Yam); 3. Jim Cressa (Kaw).
250 BEG: 1. Robert Austin (Suz); 2. Jeff Reed (Kaw); 3. David Jorgenson (Hon).
250 JR: 1. Mark Fain (Kaw); 2. Robert Kniese (Hon); 3. Randy Okada (Hon).
250 INT: 1. Breg Sheehan (Suz); 2. Dan Scharf (Yam); 3. Mark Pleinis (Suz).
250 PRO: 1. Dave Coupe; 2. Rodney Harriger (Kaw); 3. Scott Myers (Yam).
OPEN BEG: 1. Michael Harnson (Hon); 2. Andy Schaffer (M-S); 3. Larry Mulock (KTM).
OPEN JR: 1. Craig Thomasan (Hon); 2. Glenn Welsh (Hon); 3. Randy Okada (Kaw).
OPEN INT: 1. Greg Sheehan (Kaw); 2. Robert Stone (Hon); 3. Jim Souza (Hon).
OPEN PRO: 1. Larry Dashiell (Hon); 2. Allen Berluti (M-S); 3. Tom Sweeney (Kaw).
VET JR: 1. Bruce Ordon (Hon); 2. Randy Meyer (Suz); 3. Kim Downer (Hon).
VET INT: 1. Mike Bungay (Yam); 2. Jim Arbogart (Hon); 3. Mike Gildersleeve (M-S).
OT JR: 1. George Buttles (Kaw); 2. Bob Jackson (Suz).
OT INT: 1. Jim Boyd (Yam); 2. Dennis Ware (Yam); 3. Harold Noel (Mai).
OT EX: 1. Jack Hampton (Yam); 2. Richard Schilling (Kaw); 3. Duane Spense (Yam).

# RESULTS

## 1985 Alaska Motocycle Racing Assoc. Championship Series Final Points Standings By M.R. Edge

*(Continued from last week)*

| | |
|---|---|
| 250 NOV | |
| Ron Styles | 333 |
| Jim Brown | 325 |
| Steve Hunter | 305 |
| Alton Burns | 222 |
| Jason Awe | 213 |
| 250 INT | |
| Greg Chatterton | 347 |
| Dave Cook | 322 |
| Edwin Sims | 272 |
| Larry Simmons | 241 |
| Garett Gietzen | 188 |
| 250 EX | |
| Kevin Schaub | 322 |
| Jim McClain | 261 |
| Canyon Hansen | 237 |
| Donny Russell | 234 |
| Bill Sandstrom | 197 |
| 500 NOV | |
| Scott Messer | 252 |
| Jens Jensen | 226 |
| Rick Meyers | 182 |
| Kurt Johansen | 104 |
| John Blunnel | 97 |
| 500 EX | |
| Jeff Roskelley | 340 |
| Bruce Stingley | 310 |
| Brnet Battin | 307 |
| Donny Russell | 258 |
| Brad Bomhoff | 171 |
| VETS | |
| Jamie Linxwiler | 338 |
| Richard Butler | 302 |
| Clayton Awe | 260 |
| Robert McNabb | 226 |
| Ron Soule | 211 |

## Las Vegas MC Club Third Quarter Point Standings As of Oct. 1985

| | |
|---|---|
| PEE WEE | |
| Brian Barnson | 751 |
| Jason Partridge | 598 |
| Greg Zaratiegui | 570 |
| Matthew Camden | 456 |
| Jimmy Griego | 444 |
| Basil Thacker | 306 |
| Theresa Griego | 221 |
| John Meng | 204 |
| Billy Eister | 175 |
| Russell Pearson | 161 |
| Nicholas Barron | 127 |
| Adan Burnham | 112 |
| Brian Sullivan | 97 |
| Justin Gaines | 66 |
| Jamie Cope | 56 |
| Randy Finch, Jr. | 21 |
| C. Scherkenbach | 15 |
| JR CYC | |
| Brian Barnson | 712 |
| Michael Gilbert | 674 |
| Carey Hart | 674 |
| Jimmy Griego | 570 |
| Frankie Villegas | 361 |
| Chad Anderson | 287 |
| Jason Partridge | 242 |
| Danny Kusak | 225 |
| Basil Thacker | 193 |
| Levi Sackett | 185 |
| Bullfrog Newman | 151 |
| Steve Ireland, Jr. | 131 |
| Matthew Camden | 112 |
| Nathanal Pearson | 96 |
| Greg Zaratiegui | 60 |
| Avery Trickle | 47 |
| Nicholas Pearson | 45 |
| Tami Trickle | 30 |
| 80 | |
| Kerry Mulligan | 602 |
| Derek Titus | 508 |
| Richard Saxton | 498 |
| Kenny Arnold | 449 |
| Mike Michels | 415 |
| Lance Taylor | 408 |
| Chris Pocino | 406 |
| David Griego | 379 |
| Lonnie Faulkner | 312 |
| Chris Trickle | 285 |
| Jeff Hodge | 274 |
| Mike Palmer | 252 |
| Jeff Kornonen | 220 |
| Robert Flores | 175 |
| Jimmy Didier | 133 |
| David Griffith | 126 |
| Kevin Clark | 117 |
| Joey Hoak | 116 |
| Jesse Newman | 93 |
| Eric Griffith | 86 |
| Michael Gilbert | 80 |
| John Camden | 75 |
| Dan McNutt | 70 |
| James Hendershot | 70 |
| Randy Klessig | 61 |
| Ryan Clark | 60 |
| Robert Hinsley, Jr. | 56 |
| Dale Albiston | 50 |
| Paul Graci | 47 |
| Jeff Caldwell | 44 |
| Dave Balmer | 40 |
| Steven Schrum | 34 |
| Carey Hart | 30 |
| Richard Hunter | 29 |
| Scott Schneider | 24 |
| Frankie Villegas | 21 |
| David Ayotte | 15 |
| Brenda Verzani | 13 |
| Brett Johnson | 12 |
| Donnie Wood | 10 |
| Jim Weger II | 10 |
| Eric Byington | 7 |
| Fabian Gomez | 7 |
| Oscar Gomez | 6 |
| Frank Buck | 5 |
| Greg Ciotti | 5 |
| Haas VanOrdstrand | 4 |
| Troy Grimsley | 3 |
| Doug Patton | 3 |
| John Ellis | 2 |
| Tammy Griego | 1 |
| Shane Mickelson | 1 |
| 125 | |
| Greg Vowell | 762 |
| Eric Sackett | 743 |
| Johnny Day | 616 |
| Sonny Reisig | 512 |
| T.L. Taylor | 281 |
| Robert Hanughton | 255 |
| Kenny Arnold | 224 |
| Craig Cummings | 216 |
| Warren Lewis | 203 |
| Bob Lauer | 153 |
| John McDonough | 141 |
| Jimmy Rampa | 135 |
| Chris Pocino | 135 |
| Ed Rampa | 128 |
| Connie Hidden | 120 |
| Frank Singer | 117 |
| Tad Maserang | 113 |
| John Moran | 106 |
| Lonnie Faulkner | 102 |
| Brian Pryor | 99 |
| Steve Goodwin | 98 |
| Kerry Mulligan | 91 |
| David Gianchetti | 87 |
| Scott Underwood | 75 |
| John Hill | 52 |
| Jim Wishchmeyer | 47 |
| Todd Gardner | 44 |
| Loren Mattson | 42 |
| Tony Davis | 37 |
| Joe Madden | 33 |
| Brad Simcox | 31 |
| Robert DeCoopman | 30 |
| Dave Russell | 29 |
| Kevin Bartlett | 28 |
| Chris Capuuro | 27 |
| Mike Lee | 25 |
| Richard Hanna, Jr. | 16 |
| Mike Duffy | 15 |
| Jesse Heers | 14 |
| Justin Chatterton | 12 |
| Tony Beck | 12 |
| Gordon Okelberry | 11 |
| Rick Barron | 10 |
| Larry Smith, Jr. | 8 |
| Paul Graci | 8 |
| Ivan Frost | 7 |
| Gary Villani | 6 |
| John Soukop | 5 |
| Dan Lantz | 5 |
| Billy Montgomery | 3 |
| Mark Woodhall | 2 |
| Billy Nason | 2 |
| Jeff Murphy | 2 |
| Jimmy Miller | 2 |
| Jerry Jones | 2 |
| Patrick Hidden | 2 |
| Tom Hazelwood | 2 |
| Erik Erwin | 2 |
| Todd Bickers | 1 |
| Peter Gullo | 1 |
| Don Haslam | 1 |
| Robert Hodge | 1 |
| Jeff Korhonen | 1 |
| Dustin Winicki | 1 |
| Jamie Seely | 1 |
| Joe Kitchen | 1 |
| 250 | |
| Pat Shields | 805 |
| Scott Robertson | 534 |
| Terry Thomas | 520 |
| Shane Jonson | 459 |
| Jeff Palmer | 455 |
| Sean Steele | 405 |
| Scott Underwood | 36 |
| Kevin Steele | 353 |
| Ken Teeters | 253 |
| Mark Causey | 238 |
| Trevor May | 231 |
| Mark Russell | 219 |
| Warren Lewis | 211 |
| Lenny Giger | 210 |
| Scott Bassett | 200 |
| Richard Wilk | 190 |
| Mike Gibson | 180 |
| Robert Harrison | 172 |
| Ed Rampa | 154 |
| William Lee | 142 |
| David Thomsen | 137 |
| Steve Van Hoove | 128 |
| Kenny Averett | 99 |
| Dan Anderson | 96 |
| Jay Cody | 95 |
| Greg Vowell | 90 |
| Mike Estes | 87 |
| Richard Hudgens | 82 |
| Gene Mason | 78 |
| Paul Harbauer | 77 |
| Billy Hill | 75 |
| Bennie Brown | 73 |
| Geno Ramsay | 63 |
| John Hill | 61 |
| Jeff Harrison | 60 |
| Troy Fitch | 60 |
| Ron Goodwin | 59 |
| Mario Stadtlander | 55 |
| Bandit | 42 |
| Ross Shurtcliff | 42 |
| Terry Hartfield | 42 |
| Bill Bearup | 38 |
| Tim Crain | 22 |
| Mark Morris | 20 |
| Ricky Gray | 20 |
| Rick Newmiller | 19 |
| Daniel Volk | 18 |
| Dennis Prince | 16 |
| Jeff Reber | 15 |
| Ron Sanii | 13 |
| Lorin Norrda | 13 |
| Kenny Ford | 13 |
| Randal Hill | 11 |
| Brian Farewell | 11 |
| Danny Dotson | 10 |
| Robert Harris | 8 |
| Jim Messina | 5 |
| Tony Reichart | 4 |
| Steve Marshall | 4 |
| Keith Roether | 3 |
| Gerald Bales | 3 |
| Ron Reed | 2 |
| Robert Hunt | 1 |
| James Cox | 1 |
| Bob Bolton | 1 |
| 500 | |
| Barry Hill | 947 |
| Billy Hill | 698 |
| Jim Barnson | 485 |
| A. Pasqualotto | 429 |
| Mark Hitchew | 291 |
| Michael Phillips | 266 |
| Ron Purvines | 233 |
| Ron Goodwin | 232 |
| Chris Newmiller | 190 |
| Alex Hill | 185 |
| Kirk Bothwell | 172 |
| Mike Gibson | 153 |
| Frank Lovaas | 146 |
| Danny Leberger | 122 |
| Larry Tashiro | 121 |
| Lyle Bingham | 120 |
| Dan Wagner | 119 |
| Greg Estes | 119 |
| Mike Miller | 113 |
| Sean Steele | 90 |
| Richard Wilk | 75 |
| Glenn Warren | 75 |
| Larry McCall | 75 |
| Kenneth Yeoman | 66 |
| Kenny Krumme | 66 |
| Bruce Clark | 66 |
| Gus Partridge | 64 |
| Marv Chapman | 53 |
| Chris Slaughter | 51 |
| Tony Reichart | 37 |
| Steve Marshall | 30 |
| Neil Goodell | 29 |
| Randy Finch, Sr. | 25 |
| Jeff Schumacher | 21 |
| Bob Dodge | 10 |
| Jim Bradley | 10 |
| Gary Dean | 9 |
| Kirk Sullivan | 7 |
| Scott Chormley | 5 |
| VETS | |
| Lee Pearson | 271 |
| Jac Lindell | 172 |
| Jim Bradley | 152 |
| Steve Ireland, Sr. | 136 |
| Lynn Nicholson | 96 |
| Robert Telles | 66 |
| Al Southall | 40 |
| Neil Goodell | 40 |
| Bill Bearup | 40 |

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*(Continued next week)*

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THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

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If entrant is under 18 and does not have current District 37 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledge his or her consent to the terms of entry. _____
Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.
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SMX Schedule

| | | |
|---|---|---|
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| Sun. | Dec. 8 | Perris |
| Sat. | Dec. 14 | Perris |
| Sun. | Dec. 15 | DeAnza |

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| | |
|---|---|
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| 3/9 | RR/Daytona Beach, FL |
| 4/5 | TT/Gardena, CA |
| 4/12 | Mile/Sacramento, CA |
| 4/26 | HM/Phoenix, AZ |
| 5/4 | Mile/San Jose, CA |
| 5/10 | HM/Gardena, CA |
| 5/18 | RR/Sonoma, CA |
| 5/25 | Mile/Springfield, IL |
| 5/31 | HM/Louisville, KY |
| 6/1 | RR/Brainerd, MN |
| 6/8 | RR/Elkhart Lake, WI |
| 6/15 | RR/Loudon, NH |
| 6/22 | Mile/New Orleans, LA |
| 6/27 | TT/Hinsdale, IL |
| 6/28 | HM/Lima, OH |
| 7/5 | HM/Oklahoma City, OK |
| 7/13 | RR/Monterey, CA |
| 7/19 | HM/Parkersburg, WV |
| 7/26 | Mile/DiQuoin, IL |
| 8/3 | RR/Lexington, OH |
| 8/10 | RR/Braselton, GA |
| 8/15 | HM/Hamburg, NY |
| 8/17 | TT/Peoria, IL |
| 8/23 | Mile/Indianapolis, IN |
| 8/24 | Mile/Indianapolis, IN |
| 8/31 | Mile/Springfield, IL |
| 9/7 | Mile/Syracuse, NY |
| 9/14 | Mile/San Jose, CA |
| 9/20 | HM/Gardena, CA |
| 9/27 | Mile/Sacramento, CA |
| 10/12 | RR/Sebring, FL |
| 10/19 | RR/Daytona Beach, FL |

*Tentative

### 1986 AMA Supercross Schedule

| | |
|---|---|
| 1/18 | Anaheim, CA |
| 2/1 | Houston, TX |
| 2/8 | San Diego, CA |
| 2/15-16 | Seattle, WA |
| 2/22 | Atlanta, GA |
| 3/8 | Daytona, FL |
| 3/15* | Phoenix, AZ |
| 4/12-13 | Pontiac, MI |
| 4/19* | Orlando, FL |
| 4/26 | Dallas, TX |
| 6/7 | Los Angeles, CA |
| 10/25* | New York, NY |
| 10/TBA | Oakland, CA |
| 11/TBA | Los Angeles, CA |

*Tentative

| DECEMBER | | | | | | |
|---|---|---|---|---|---|---|
| S | M | T | W | T | F | S |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

| JANUARY | | | | | | |
|---|---|---|---|---|---|---|
| S | M | T | W | T | F | S |
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

● Denotes Pro Payback

## December 6

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. Opened 6 pm-10 pm. Inter-Shows. Info 714/495-2542.

## December 7

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

ARIZONA ENDURANCE RACE PRACTICE
Firebird International Raceway, Phoenix, AZ. Info 602/583-8859.

CRC CALIFORNIA KIDURO
Lucerne Valley, CA. Anderson Dry Lake. Sign-up 12 noon-1 pm. Racing starts 1:30. Info 714/689-6114.

ADRA ARIZONA POINT TO POINT
● Sonoita to Rockpoint. Start south of Lukeville, AZ. No pre-run. Info 602/252-1900.

CALIFORNIA OBSERVED TRIAL
Little Rock area of Angeles Nat'l Forest near Pearblossom, CA. 1st day of North American Trials Challenge. Sign-up 9 am, start 10. VOTE/ATA. Info 213/649-1700 or 677-2300.

ABATE CHRISTMAS PARTY
Lloyd's Raceway Lounge, Beaver Crossing, NE. District 7. Meeting at 2:30 pm, party at 5 pm. Info 402/754-4014.

## December 8

ARIZONA ENDURANCE RACE
Firebird International Raceway, Phoenix, AZ. Info 602/583-8859.

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gate opens 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

CMC CALIFORNIA SUNRISE MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
● Burleson MX Park, Ft. Worth, TX. Gate opens 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

LVMC NEVADA MOTOCROSS
● Las Vegas Motocross Park, Las Vegas, NV. Final race of Nevada State C'ship. Gates open 6 am, prac 8, race 9. Info 702/878-8977.

CMC CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Gate opens 8 a[illegible] 8:45. Info 209/673 8080.
CANCELLED

CMC CALIFORNIA MOTOCROSS
● Laguna Seca Raceway, Monterey, CA. Info 408/394-8225.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Info 415/634-3328.

D-36 CALIFORNIA HARE SCRAMBLES
Hollister Hills ORV Park, Hollister, CA. 9th Annual Cow-Puncher. Sign up 7 am, start 10. Info 415/828-4513.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CRC CALIFORNIA ENDURO
Lucerne, CA. Anderson Dry Lake. Santa Claus Enduro. Sign-upo Sat. 2-7 pm, Sun. 6 am. Racing starts 8. Info 714/689-6114.

CMC CALIFORNIA MOTOCROSS
● Argyll Park, Dixon CA. Gates open 6:30 am, prac 7:30, race 9. INfo 916/678-3592 or 678-9956.

OREGON MOTOCROSS
● Roseburg, OR. Super 6-Pack Fall Motocross Shootout Series. Prac 9:30, race 11. Info 503/672-4179.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918 428-1237.

CALIFORNIA MARAHTON
Cycleland Speedway, Chico, CA. Starts 8 am. Info 916/342-0063.

CMC CALIF. OUTLAW MARATHON
● Moto One Raceway, Redding, CA. Gates open 6:30 am, prac 8, race 9. Info 916/223-5600 or 243-6019.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
● Santa Cruz County Fairgrounds, Watsonville, CA. 3rd race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

CALIFORNIA OBSERVED TRIAL
Little Rock Dam Area of Angeles Nat'l Forest near Pearblossom, CA. 2nd day of North American Trials Challenge. Sign-up 9 am, start 10. VOTE/ATA. Info 213/649-1700 or 677-2300.

MMA CALIFORNIA TOY RUN
Start at Front St., Capitol Mall Bridge, Sacramento, CA. Starts 7 am. Info 916/442-2727 or 687-7308.

FRA CALIFORNIA FAMILY ENDURO
Lucerne Valley, CA. 1985 Santa Claus Enduro. Sign-up noon, start 1:30 pm. Info 714/689-6114.

## December 12

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

## December 13

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

## December 14

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES
Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

UTAH USRA AWARDS PRESENTATION
Salt Palace, Salt Lake City, UT. Starts 7:30 pm. Info 801/561-8849.

## December 15

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

OKLAHOMA MOTOCROSS
South of Tulsa International Raceway, Tulsa, OK. Gate opens 8 am, prac 9:30, race 11. Tulsa Area Motosports. Info 918/266-6136.

TEXAS MOTOCROSS
● Mosier Valley MX Park. midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex. race 1 pm. Info 712/ 756-4114 or 273-2336 .

CRC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Sign-up closes 7:30 sharp. Info 619/565-2406.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Info 714/261-6116.

CRC CALIFORNIA GRAND PRIX
Hungry Valley, CA. Merry Christmas GP. Parade Lap starts 8 am, races start 8:30. Info 213/830-7519.

AMA D-38 CALIFORNIA DESERT RACE
Ancient Dry Lake, CA. 5th annual Rattlesnake Chase. Starts 8 am. Info 619/427-5759.

CMC CALIFORNIA MOTOCROSS
● Sand Hill Ranch, Brentwood, CA. Info 415/634-3328.

CMC CALIFORNIA MOTOCROSS
● E Street Raceway, Marysville, CA. Gate opens 6:30, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

ARIZONA ROAD RUN
Kennedy Park and Mission Rd., Tuscon, AZ. Start time 10:30 am. Sun Riders M/C. Info 602/790-8112.

DCR CALIFORNIA GRAN PRIX
Perris Raceway, Perris, CA. Info 714/371-6333.

MMA CALIFORNIA M/C SWAPMEET
Cow Palace, San Francisco, CA. Gates open 11 am. Info 96/442-4727.

ARA CALIFORNIA DESERT RACE
Barstow, CA. Start 8 am. Info 714/658-5941.

CMC CALIFORNIA MOTOCROSS
● Metcalf Cycle Park, San Jose, CA. 4th race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

## December 19

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

## December 20

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

## December 21

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

IDAHO FLAT TRACK
● Caldwell, ID. Gates open 4 pm, sign-up until 6, prac 6, race 7. Info 208/336-9929.

## December 22

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info 714/261-6116.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 am, race 9:30. Info 619/245-7339.

TEXAS MOTOCROSS
● Burleson MX Park, south of Fort Worth, TX. Gate opens 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Info 817/295-8908, 295-1760.

TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Nov 9 am, Int/Ex 1:30 pm. Info 713/482-7593, 817/694-2901.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918/428-1237.

CRC CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Races start 9 am. Info 415/634-3328.

CMC CALIFORNIA MOTOCORSS
● Santa Cruz County Fairgrounds, Watsonville, CA. 5th race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

## December 26

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

## December 27

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

## December 28

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES
Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

## December 29

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

ARIZONA MOTOCROSS
Canyon Raceway, Phoenix, AZ. Info 602/934-5027 or 583-0575 (Tom).

TEXAS MOTOCROSS
Conroe MX Park, Conroe, TX. Prac. 8 am, race 10. Int/Ex race 1 pm. Info 712/756-4114 or 273-2336.

TEXAS MOTOCROSS
● Mosier Valley MX Park, midway between Dallas and Ft. Worth, TX. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Info 817/540-3813 .

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Sign-up 9:30 am, prac 10:30, race 11. Info 512/327-5259.

CMC CALIFORNIA MOTOCROSS
● E Street Raceway, Marysvile, CA. Gates open 6:30 am, prac 7:30, race 9. Info 916/695-2727 or 695-2088.

CRC CALIFORNIA MOTOCROSS
● L.A. County Raceway, Palmdale, CA. Info 213/830-7519.

CMC CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood, CA. Info 415/634-3328.

CALIFORNIA MARATHON
Lodi Cycle Bowl, 5801 E. Morse Rd., Lodi, CA. Gates open 8 am, no prac., races start 9 am. Info 209/368-7182.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
● Hollister Hills SVRA, Hollister, CA. Last race of North American Winter Series. Gates open 6 am, prac 7:30, race 9. North Amer. MX Racing. Info 408/224-6015.

## January 1

CMC/SHR HANGOVER MARATHON
Sandhill Ranch, Brentwood, CA. Info 415/634-3328.

## January 2

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

## January 3

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

## January 4

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

## January 4-5

CMC CALIFORNIA MOTOCROSS
● Quail Canyon, Madera, CA. 1st race of Golden State Nationals series. Info 714/261-6116.

## January 5

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● DeAnza Cycle Park, Sunnymead, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or 643-1722.

## January 9

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

## January 10

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.


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CRC 1985 Merry Christmas Gran Prix
MERRY CHRISTMAS GRAN PRIX
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HUNGRY VALLEY (Quail Canyon)
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Membership Not Required ● MX-GP-ATV POINTS
8:00 Parade Lap
8:30 All Mini
9:30 All 3-Wheelers & Odys
10:30 All CRC Vets
11:30 All Beg
12:30 All Int/Pros
1:30 All Nov
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$25.00 Mail - $30.00 Post — ATV Non-Member Add $5.00
Membership Not Required
Directions: (Hwy 247) Barstow Rd. Off Ramp of I-15, South 5 Miles.
SUNDAY, DEC. 15th. For Entry Blanks & Rider's Instructions, Send S.A.S.E to: ARA, Box 443, Hemet, CA 92343
Further Info. Call: (714) 658-5941.



SRA Schedule
Jan. 19 — NEW YEAR G.P.
Carlsbad Raceway
(714) 828-1358



CRC RACE SCHEDULE
ATV Classes At All Events
Dec. 8 — MOTOCROSS
DeAnza Cycle Park
Dec. 22 — MOTOCROSS
DeAnza Cycle Park
Dec. 15 — GRAND PRIX
Hungry Valley
Dec. 29 — MOTOCROSS
L.A. County Raceway
(213) 830-7519

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**CANADIAN NEEDLES FOR KAWASAKI GPZs**
Available now from Champion Moriwaki USA. These carburetor needles allow you to tune your GPZ to maximum horsepower output.
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**DR. JOHN'S MOTORCYCLE FRAME STRAIGHTENING**
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**AFM**
**Road Race Schedule**
**Feb. 22/23 — Willow Springs**
**Mar. 2 — Sears Point**
**Mar. 22/23 — Willow Springs**
13423 Stanstead
Norwalk, CA 90650 (213) 864-0704

**GRAN PRIX SO. CAL. DOUBLE CROSS**
**DOUBLE CROSS RACING**
**Dec. 15 — Perris G.P.**
**INFO: (714) 371-6333**


RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

## January 11

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

WASHINGTON HARE SCRAMBLES
Woodland MX Park, Woodland, WA. Gates open 10 am, prac noon, race 1 pm. Info 206/225-8615.

IDAHO FLAT TRACK
● Caldwell, ID. Gates open 4 pm, sign-up until 6, prac 6, race 7. Info 208/336-9929.

CRC CALIFORNIA KIDURO
Red Mt, CA. Sign-up 11:30 am-12:30 pm, race 1. Info 714/689-6114.

## Janaury 10-12

NEVADA HARE AND HOUND
Whiskey Pete's "Best In the Desert" Hare and Hound. Info 702/457-0343.

## January 11-12

CMC CALIFORNIA MOTOCROSS
● Sandhill Ranch, Brentwood, CA. 2nd race of Golden State Nationals series. Info 714/261-6116.

## January 12

CMC CALIFORNIA MOTOCROSS
● Kern County Raceway, 35 minutes from Bakersfield, CA. Gates open 7:30 am, prac 8, racing 9:30. Info 805/325-5537.

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

CMC CALIFORNIA MX
● Carlsbad Raceway, Carlsbad, CA. Gate opens 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Info714/261-6116.

CMC CALIFORNIA SUNRISE MX
● Sunrise Valley Cycle Park, Adelanto, CA. Gate opens 7:30 a.m., race 9:30. Info 619/245-7339.

TEXAS WOLF CREEK MX
Rio Vista, TX. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 pm, race 2. Info 817/373-2753.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

TEXAS MOTOCROSS
● Burleson MX Park, south of Ft. Worth, TX. Gate opens 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler, TX. Gates open all night. Prac 9 am, race 10:30. Info 214/822-4215.

OKLAHOMA MOTOCROSS
● Allen Ranch, Bixby, OK. Gates open 8 am, prac 9, race 10. Info 918/428-1237.

CRC CALIFORNIA ENDURO
Red Mt., CA. Sign-up Sat. 2 pm-7 pm, Sun. 6 am. Info 714/689-6114.

## January 16

OREGON MOTOCROSS
● Portland Int. Raceway, Portland, OR. Gate opens 4:30 pm, prac 5:30, race 7. Info 503/285-6635.

WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridgefield, WA. Gates open 5 pm, prac 6, race 7. Info 503/283-3773.

## January 17

ZAP/CMC NIGHT MOTOCROSS
● P.A.L. Racetrack, Santa Clara, CA. Gates open 6 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
● Rio Bravo MX Park, Houston, TX. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
● Ascot Raceway, Gardena, CA. Gates open 4 pm, sign-up closes 6:30, prac 6-7, first race 7:00. Info 714/261-6116.

TEXAS MOTOCROSS
● Mosier Valley MX Track, Euless, TX. Gate opens 5:30 pm, prac 7, race 8:30. Info 817/540-3813.

## January 18

SMX CALIFORNIA MOTOCROSS
● Perris Raceway, Perris, CA. Gates open 7 am, prac 8, first race 9. Info 714/831-3482 or643-1722.

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, ends 8 pm. Info 619/727-1171.

ARRA ROAD RACING BANQUET
Awards banquet, Reef Restaurant, Long Beach, CA. Info 805/966-5700.

AMA CALIFORNIA SUPERCROSS
Anaheim Stadium, Anaheim, CA. Info 818/787-3497 or 714/240-8334.

# FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801. Calendar listings cannot be accepted over the phone; we must have a completed Calendar listing form. You may include an event flyer in addition to a Calendar listing form, but we accept no responsibility for errors unless a Calendar listing form is completed and submitted. Listings must arrive in our office by noon Thursday, for inclusion in the following week's Cycle News.

Type of event: _____

Event date: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

What time do gates open? _____

What time does practice start? _____

What time does racing start? _____

Phone number (with area code) for more information: _____

Your name: _____

# WANT ADS

## Help Wanted

### Parts Manager
Trainee needed for large growing Honda dealership. Prefer experience in same or related field. Nice working atmosphere and full company benefits for right applicant. Apply in person or call Tim at Westminster Honda, 13751 Beach Blvd., Westminster, CA. (714) 891-5348. (247/50)

### Suzuki Yamaha Parts Manager
Savvy, aggressive, profit oriented person. Savala's Sports Center, 1175 Dewar Dr., Rock Springs, WY 82901. Richard, (307) 362-5531. (347TFN/NWX)

*** HONDA SALESPERSON**
*** 5 DAY SHOP**
*** UP TO $35, PER YR.**
*** AUTO/MC EXP. PREFERRED**
*** 3 PRSN SALES STAFF**
***SO. CAL. NO SMOG**
Jim, (818) 702-0662 or (805) 526-4122. (247TFN)

IMMEDIATE OPENING for mechanic with minimum 2 years Honda motorcycle experience. Preferred registered but not a must. Honda of Montebello. Denny, (213) 724-6673. (246/48NWX)

Experienced Yamaha mechanic, San Bernardino area. Call Bob, (714) 884-6464. (248)

### Honda MC Parts Director
### Rare Opportunity
### Top Compensation
All company benefits. Are you the person we're looking for??? Are you a winner??? Do you have a track record? Can you handle a large staff? Can you handle a large inventory? Can you once again make us one of the largest parts departments in the country? If the answer is yes to these questions, we want to talk to you. Wes Mullen, Long Beach Honda, (213) 423-1433. (248/50NWX)

### Experienced Partsperson
Cole Brothers Suzuki. (818) 980-3715. (248TFN)

### Parts and Service Managers
Honda experience necessary. Established motorcycle dealership in Los Angeles area. Salary commensurate with ability. Send Resume to: Cycle News, Dept. CG, P.O. Box 498, Long Beach, CA 90801-0498. (246/48NWX)

### BMW Suzuki Mechanic
Long established dealership looking for experienced mechanic. Excellent working conditions. Motorcycle City, Scottsdale, AZ, (602) 945-0749. Ask for Ed. (348/49NWX)

### Mechanic
Full time, Suzuki experience preferred. Must have own tools. Orange County area. Ask for Steve. (714) 871-2460. (245/48)

### Partsperson
Knowledgeable, Kawasaki and Harley-Davidson experience preferred. For more information call Brian, (714) 829-4011. (245TFN)

### Honda Salespersons
New Honda dealership needs aggressive, experienced Honda salespersons. Call Foothill Yamaha Kawasaki, contact Art or Nick. (818) 352-7897. (247TFN)

### Mechanic For Hire
Suzuki mechanic, seven years experience. Former Long Beach Suzuki mechanic. Available immediately. (213) 434-9277. (148/49)

### Parts Technician
Have immediate opening for qualified parts person. BMW knowledge helpful. Call or apply in person to Honda of Hollywood. (213) 466-7191, ask for motorcycle parts department. (247/48NWX)

## Business Opportunities

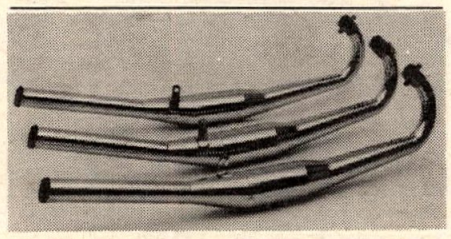
### So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982...retiring. Call (619) 423-0073 days or after 7 p.m. (619) 479-3209. (201TFN)

THREE NEW 500 H-D ROTAX: Knight frames, big valves, heads by Tim Connolly, 41mm flatslides, latest cam, engines by Tex Peel. Tex Peel, (313) 659-3585. (147/50NE)

### Attention Suzuki Dealers
Would like to trade my nearly new, titled '85 RZ500 for your new but dusty XN85. (309) 274-6312. (148NE)

### H-D XR750
Darcy ignition, Lawwill, Wiseco, Patrick, S&W shocks, Mikuni, lots of extras. Fresh & fast. $4,500. Call after 7 p.m., (316) 681-3168. (348/50)

### RZ500
400 km, Michelin tires, Ohlins shock, seat cowl, extra fairing, licensed & titled in Minnesota. Excellent condition. $3,500. Call Dan, (612) 393-2920 days; (612) 393-2398 after 6 p.m. (348NE)



### TNT Chambers Christmas Sale
KAWASAKI TRIPLE CHAMBERS: Chrome $279.95, unpainted $199.95. Yamaha RD Chambers; chrome $179.95, unpainted, $139.95. Hot Bike Engineering. We ship UPS COD. (415) 657-3864. (148NWX)

1986 MOTOCOURSE CALENDARS: $11.95 + frt. Immediate delivery. (1986 Motocourse books, $32.95; 1985, $25.) Call (217) 469-2784. (147/48NEX)

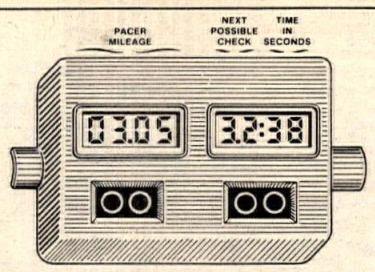
### '85 BMW K100RT
Gray, heated grips, 2600 miles, AC plug, h-d battery, $6,300. (217) 498-8532. (348/49NE)

### 85 YZ250 Ninja 600 Hon VF500
YZ has Pro Circuit pipe, silencer, White Power forks, shock, brand new top end, $1500. Ninja perfect condition, must sell this week, $2500. Honda has Yoshimura pipes, $1600. Chris, (714) 761-9357. Joe, (714) 523-1939. Andy (714) 995-7863. (448/49)

### Interceptor Parts Sale
1983 VF750F motor, 5300 mi. 1983 VF750F motor, 3600 mi. 1983 VF750F motor, 3000 mi. 1984 VR750F motor, 1700 mi. 1984 VF500F motor, 4300 mi. All motors priced to sell at $500 each. Also, two sets VF500F cylinder heads, $275 per set. VF500F engine cases with transmission, $300. Two VF500F cranks, $125 ea. Two sets VF750F cylinder heads, $300 each. VF750F engine cases with transmission, $375. VF750F frames, with titles, $375 ea. VF500F frame with title, $275. Call today! CycleWorks, Ltd., P.O. Box 4273, Hamden, CT 06514. M-F, 9-6 EST, (203) 287-0411. (147/50NEX)

### Harley XR 1000 (2)
One trick, one extra trick. Professionally built, low mileage. D.M. Best II, (817) 294-8634. (145/50)

### Wanted Harley KR750
Vintage racer needs bikes, parts, etc. D.M. Best II, (817) 294-8634 or (713) 641-0323. (145/52)



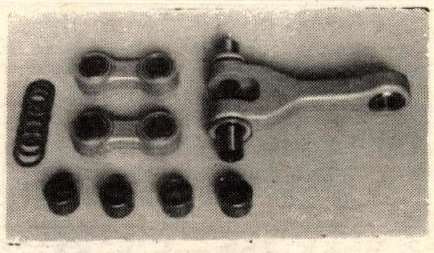

### Fredette Switches & Wins
Two Nationals with THEE COMPUTER from COUNTDOWN. (818) 348-8381. (220EOITFN)

### Wood Rotax 560
Set up for TT. 3 races on new engine. Also other used engines and spares. For further information call collect. Ron Wood, (714) 645-0393. (248NWX)

### Wood Rotax 4Stk Racing Parts
Cams, pistons, exhaust systems, large valve, etc. Call collect. Ron Wood Racing Products, (714) 645-0393. (248/49NWX)

### '83 Yamahas YZ490 & YZ125
490, rebuilt shock, trans, top end, two tanks, Boyesen reeds, DG pipe, $725. 125, Boyesen reeds, Pro Circuit pipe, rebuilt bottom end, $600. Answer silencer and spark arrestor for both. (213) 693-0367. (148/49)

1984 Yamaha YZ250, $1100. 1981 Yamaha IT250, $695. 1982 Yamaha MX80, $275. (818) 767-0667. (148/49)



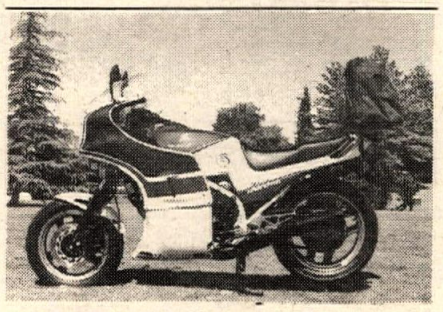
### Husqvarna Single Shock Update
Extend service life, improve performance, keep water out and grease in! New full caged European bearings, and new dual O-rings per bearing. Update kit, $39.95. Also available all distance spacers and X-rings, $49.95. Dealer inquiries invited. HUSQVARNA OF GRESHAM, Gresham, OR. (503) 667-3970. (240EOI/TFN/NWX)

1981 and 1982 Honda CR80s. Good condition, new top ends. $250 and $300. (714) 960-4600. (147/48)

### Works Superbike For Christmas
Treat yourself! Honda factory team "F" bike. 3rd place Daytona, 1982. Ex-Spencer/Pietri. Famous 1024cc, 160 hp "Gator" motor. Incredibly trick. Mint original works condition. Rare opportunity to acquire a legendary and successful team bike. $4500. (818) 969-4005, days. (818) 840-4036, evenings Monday through Friday. (147/48)

### 1985 KX125
Like new, only ridden a few times. Must see. Sacrifice, $1299. (805) 259-3534 or (805) 259-2885. (347/48)

### 1968 Rickman Triumph
Bonneville engine, runs great, looks great. In storage 10 years. Rickman forks. $975/OBO. (818) 284-3067. (347/48)



### *** $399 US ***
Interceptor full fairings available through VANCOUVER SUZUKI. (604) 734-4762. (244TFNNWX)

### 1984 Harley FXRT
A show piece. Chrome motor and extras, 10k miles. $6700. (805) 269-1708. (148/49)

### Closeout KDX250
New, 1983, $1699. Call Brian, (714) 829-4011. (245TFN)

### Closeout
On all remaining stock. Offroad 2 wheelers, 3 wheelers, 4 wheelers. Call Brian, (714) 829-4011. (245TFN)

### Closeout KX80's
New, 1985. Call Brian, (714) 829-4011. (245TFN)

### Closeout KX250
New, 1983, $1850. Call Brian, (714) 829-4011. (245TFN)

### Legendary Low-End '84 KX125
Used as playbike. Clean, strong, stocker. $700. (714) 495-6039. (148/49)

### '83 Yam. YZ125K $650/OBO
White Brothers suspension, new Bridgestone tires, CRF pipe, Richter silencer. Stock silencer and pipe included. Can't ride bike while away at school, can't eat it either. Please help a starving student. Thanks. Call (818) 795-0709, days. (619) 949-0907, evenings. Mark. (348/50)

### '84 Honda 1000 Interceptor
79 miles, new warranty. $3995. (806) 373-3051. (348/50NWX)

### Interceptor Series Champion
VF500, 1985 49 State model. Never crashed, fresh motor, spares. Ready for 1986. Best offer over $300. (714) 541-5341. (148/49NEX)

### Knight Honda 250
1983 CR250 motor, Fox, Grimeca, all the best, with or without motor. Best offer. TT500 Flattracker frame, complete rolling chassis, Fox, Hurst, just add motor, $400. Lots of flattrack parts, wheels. Must sell all. Lots of TT500 motor parts. (408) 728-5485. (148NWX)

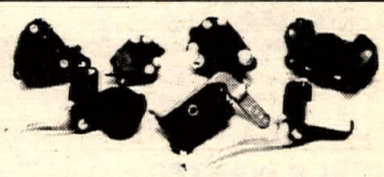
### Road Racing Sidecar
Want to learn how to road race sidecars? Here is your chance! A good car to learn on, XS1100 Yamaha. Ready to race. $1000. (619) 244-8908. (148)

### Scott Pearson's 500&600 TT &
ST. Fast time Houston S.T. and 2nd in TT National at Houston and Santa Fe in 1985. Also TT500 Yamaha in Dick Mann frame. Cheap. Call (209) 538-2116 for details. (148NWX)

1984 Honda CR250. Immaculate, purchased 8-'84 by senior trail rider. $1050. (213) 596-0886. (148)

### Ridden 8 Times 1985 KX250
Kawasaki KX250, perfect condition, only ridden eight times. Bought new in May. A great Christmas gift. Must see. First $1250 takes it or trade or part trade for 1985 CR500 Honda. Pat, days, (213) 937-3790. Evenings, (213) 838-5375. (148)

### Help Save The Ghetto
Steve Nardiello — WERA National champ C Super '84 & '85. 84 B Super champ — '85 #2. '85 AMACCS #2 Formula 1, #3 Unlimited Super. '84-85 season was 95% financed by Team Ghetto members. The only aftermarket parts on our FZ are the rearsets, steering damper and header. We make the utmost out of what we have! Join our '86 assault on the Daytona 200, other AMA pro races and local CCS Nationals. Detailed resume and budget proposal available. Call Scott after 5, (404) 447-0004. (147/48NE)



### Grimeca Brake Components
Available at STORZ PERFORMANCE. 1362 Tower Square, Ventura, CA 93003. (805) 654-8816. (215NWX/ALT/TFN)

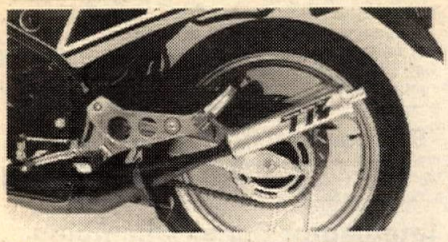
### Collection For Sale
1977 Laverda Jota, $2400. 1978 Ducati Darmah, $2400. Triumph Hurricane, $2500. 1975 Suzuki RE-5 rotary, complete, new engine, extra parts, $1200. 1984 Ducati Hailwood, new, $6400. 7 a.m. to 6 p.m. Pacific time. (408) 426-2222. (147/49)

### '85 600 Ninja Box Stock
Top 5 finisher, 1400 race miles. Cosmetic scratches only. $2400/OBO. Fred, days, (415) 658-7252. Marty, nights, (415) 283-7151. (347/49)

### Need Yankee Parts
Any information on new or used parts for 500 Yankee. Call (214) 289-9924, collect. Mark, evenings. (347/48NWX)

### D&D 750 Turbo Kaw. Exhaust
10% H.P. increase, saves 20 pounds, 4 into 1. (800) 327-1109. Injection boost kit also available. (245/TFNNE)

## 1985 Yamaha YZ250N
Race-Tech suspension. New top end, new tires, must sell ASAP. Senior rider. $1500/OBO. Days, (714) 582-0522. Evenings, (714) 770-6091. (346/49)



## Toomey Racing RZ350 Pipes
First rate quality and perfect. Order the complete kit today. Includes special Toomey Racing airbox, aluminum battery box, perfect jetting kit and instructions, $399 complete. Visa/MC/AmEx/COD. TOOMEY RACING USA, (213) 539-6542. (246TFN/NWX)

## AMA Superbike GPz750
EPM's, Kosmans, Spondons, Fox, 33mm Mikunis, engine work by Rick Stetson and Mike Crowther. Much more, many spares, excellent condition. $4000/OBO. (415) 635-9679. (147/48)

1983 KAWASAKI KDX 200. Aluminum shock reservoir and new rear tire. Fair condition, runs great. $500/OBO. (619) 244-9653. (147/48)

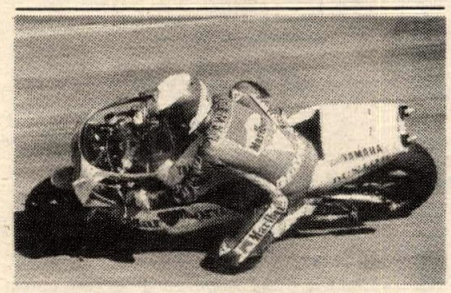
## Euro Quality at Japanese Price
New 1983 500 Husky four or six speeds from $1795. Saltzman Motorcycles, (818) 337-1483. (246/48)

1985 TY350 YAMAHAS, brand new in crates, at cost. Nevada Yamaha, (702) 384-2353. (247/48)

## Turbocharged Ninja
Mr. Turbo kit, Dymags, Buell brakes, professionally built, 2500 miles. $8500 invested, sacrifice, $6000. Call for details, (602) 256-2764. (347/48)

## Motorcycle Clearout
1984 Suzuki RM250's and 500's, $800/OBO. 1980 Yamaha Midnight Special, XS850, plus spare motor, $1200/OBO. (619) 868-3407. (347/48)

## Special Announcement
South Coast Honda of Santa Ana, California has 5 new Honda CX650 Turbo's available for sale at discount prices. Here is your chance to own a legend for under original dealer cost. Out of state buyers fly to Orange County, Calfiornia. We will pick you up. Call Dave Lella at (714) 957-1966. (247/48NWX)



## Road Racers—Dianese Leathers
Road rash got you down? Country's lowest prices. Limited time only. Call MCS, (800) 441-7029. (346/49NEX)

## 1984 Cagiva 125WMX
Factory works bike. 2 hand turned pipes, SD race porting, modified Ohlins shock, many other extras. $700. (213) 694-1709 or days, (714) 881-2803. (345/48)

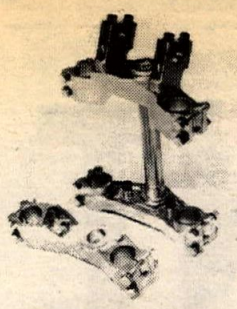
PERFORMANCE MACHINE BRAKES, 13" discs, $80. Four piston calipers, $85. Master cylinders, $65. (602) 829-0181. (147/49)

## 1983 Yamaha IT250
Clean, $900. (714) 636-6819 or (714) 732-7109. (147/50)

## 1965 Malibu SS Convertible
Four speed, runs great, nice interior, stock, optioned. Trade negotiable for interesting motorcycle over 700cc. Asking $3000. Evenings, (916) 451-8905. (147/48)

## 1984 Yamaha YZ490
Excellent condition, Metzelers, new rings, Answer, $1300. Call Chuck. (209) 781-1250, days. (209) 784-7646, evenings. (347/48)

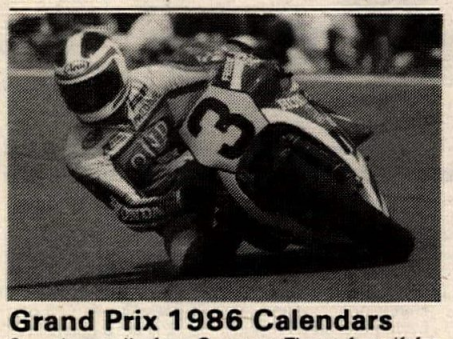
## 2, '85 KX125's — 1, '84 KX125
All in excellent condition, new rebuilt motors. 1985 125's, $900. 1984 125, $600. Ask for Mike. (213) 316-9932. (147/48)



## Custom Triple Clamps
Made to your measurements. FRANKS RACING (714) 546-3484. (145/49NWX)

## 1984 VF500 Interceptor
AFM race ready or street engine. Includes Fox shock, fork springs, Red Line oil, extra tires and other parts. Must sell. $2900. Evenings 6 to 9, (415) 574-2862 or (415) 344-2490. Nick, #98. (147/48)

## Brand New Roadrace Leathers
Custom, one of a kind, two piece, yellow/black/white. 6', 175 lbs. Cost $850, sell $550/OBO. (415) 635-9679. (147/48)



## Grand Prix 1986 Calendars
Stunning quality from Germany. The perfect gift for the motorcycle enthusiast. Money Back Guarantee. Send $13.50 each to: CONCEPTS INTERNATIONAL, 12611 Research Blvd. Suite B-311, Austin, TX 78759. (140/02NWX)

## Huskys Oregon
1985 Husky closeouts. New 250WR, 250WRX, 250XC, 500CR's, 510TE. G&G, Albany Husky, (503) 926-9320. (145/48)

## YZ 490 Flat Tracker
3rd fastest qualifier September San Jose Mile. Great Junior bike. Knight frame, all the best. Spares. $2900. (415) 443-7012. (247E48WX)

## 1983 Honda 750 Interceptor
10,500 miles, good condition, extras. $2500/OBO. (408) 297-5087. (145/50)

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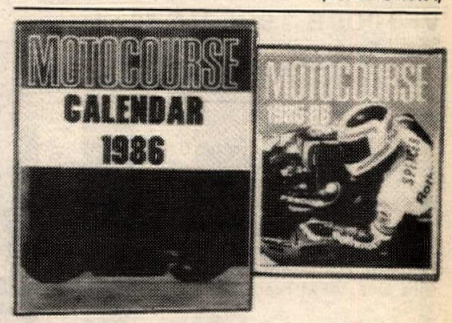
and complete engine rebuild by respected facility. Still in box, Lectron flat side carbs. Kick start provision, many, many spares: cams, carbs, mags, pipes, wheels, G bars. Over $7000 invested, sacrifice, $4500 or V-Max trade. (214) 262-7471. (147/50NEX)

## 33 Smoothbores
For FJ1100. One new set, $300. One slightly used set, $250. Call Lee or Richard at Nevada Yamaha. (702) 384-2353. (246/49NWX)




## Road Racing Fans . . . . .
1986 MOTOCOURSE calendar: 13 page (16"x23") full color. Shipped now. $11.95. MOTOCOURSE 1985-1986, the year in road racing, 220 photos, 50 color, hard bound collectors item. Beautiful . . . order now, books shipped January 15th. $36.95. Add $2 shipping. New 1986 Motorcycle Book Catalog, $1 (free w/order). Visa/Mastercard. Phone orders. Hosking Cycle Works, (CN), RFD #1, Box 136, Accord, NY 12404. (147/48NEX)

## '85 Husky CR500 6 spd Extras
Ridden by old timer, never raced. I want to try a Husky 4-stroke. $2500/OBO. (818) 335-4762. (147/48)

## Eddie Lawson's FJ1100
Is no tricker than mine. Many extras, beautiful condition, 4600 miles. $3800. (805) 498-8135 or (818) 700-9212. (347/48)

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Good condition, odometer, 3.2 gallon tank. $850. (916) 927-7866. (147/48)

## Divorce Forces Sale
1985 Ninja 900, like new, 4700 miles, plus extras. SuperTrapps/Lockhart. $3900. 1985 KX500, well maintained Vet's bike with spares. $1850/OBO. 9 a.m. to 5 p.m., (714) 630-6950 or (714) 630-2764. Ask for George or leave name and number. (347/48)

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## Interceptor owners*Cams carbs
#2 Web cams for 750cc, V-65 fuelers. Either, $150. Bike $2000. (602) 946-1898. (147/48NWX)

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Everything for sale, except frame and swingarm. (614) 262-8559. (147/48NE)

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The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and in accordance with the agreement governing the use of such card.

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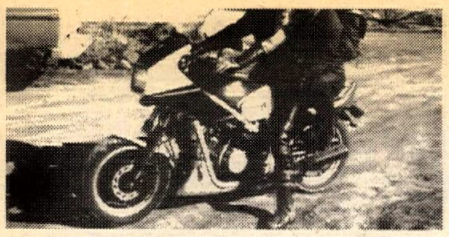

1984 750 INTERCEPTOR, rock steady 90 plus. Two up cruising, 4800 miles, new cams, 100/55w halogen headlight, never crashed. Best offer over $3200. Also, 1974 450 Maico, $300. (916) 398-4203 or (916) 398-4297, Sundays. (148/49)

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5k street miles, guaranteed original, perfect condition. Save $1,300 off today's list price. After 5 p.m. CST, (715) 832-9628. (348/49NE)

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Bates Dirt Track leathers, fits 6 ft. male, 42" chest, 34" waist. Maroon and yellow. Two piece zippered waist. Never used. $200/OBO. (805) 734-1285. (148)

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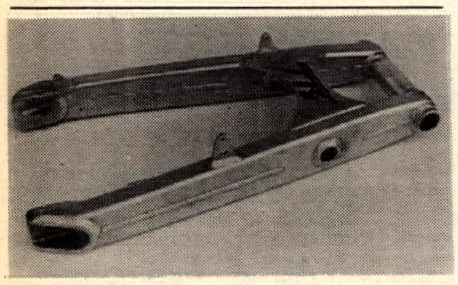
Production racer, runs strong. Cosmetic damage on right side. AFM ready. $1750. (415) 790-6163. (148)

1982 HONDA XR200R. Low mileage, good condition. (213) 541-7027. (148)

1981 MAICO 490 ENDURO $750/OBO. Carefully ridden by frightened old man. Excellent condition, low miles. Call after 5 p.m. (213) 371-0163. (348)



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## 1985 Honda CR500

Set up for the desert. Shock mod, desert tank, Sidewinder sprocket, disc cover, reservoir guard, only raced 3 times. $1790. (213) 533-1892, before 2:30 p.m. (348)

## '86 Husqvarnas In Stock

4-strokes, 400XC, 500XC, here now. Call for prices. Also 1985 250WR, 250XC, 500CR wtih 6-speed, below cost. SUN RIVER CYCLES, (916) 635-1556. (248/49)

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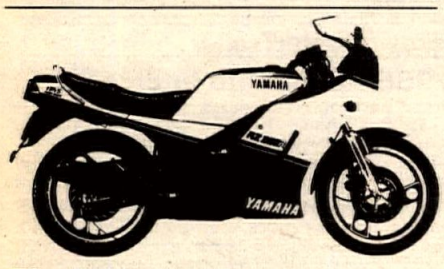
4-stroke, excellent condition, low hours, sacrifice, $1850. (805) 251-1010. (348/49)

## Ajax Husqvarna-Oklahoma

New 1985 500XC below cost. New 1984 500XC, $1995. 1985 500XC, like new. Mail orders shipped daily. Visa or MC. (405) 632-3370. (248/50)




## The RZ Is Not Dead!

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## TZ250J

For sale, $3500/OBO. Contact Lee or Henry before 6 p.m. (702) 384-2353. (348/01)

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The perfect Christmas gift. Top quality, red, white, or blue. S, M, L, XL. $16.95 plus shipping. Ron Wood Racing Products, 755 W. 17th St., D., Costa Mesa, CA 92626. (714) 645-0393. (247/50NWX)

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Excellent condition, many extras, good MX, trail, enduro. Maintained, reliable, owned by senior. $1150. (714) 830-2822. (148)

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New and used 250cc and 750cc parts. Send needs or SASE for list. John Stein, 1216 State #502, Santa Barbara, CA 93101. (148)

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Yamahas, 1981 465YZ, desert tank, White Brothers suspension, fresh top end, spares. Also Champion TT500, expert caliber. John, (209) 875-4545, days. (209) 875-4476, evenings. (148/49)

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## 1984 Yamaha YZ250

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Expertly detailed, professionally maintained, fresh, ready to race. 2 1985 RS500's and 2 1985 RS250's. Spares packages available. Call Stuart Toomey for details. (213) 539-6542. (248/49NWX)

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In excellent condition, has 1985 top end. $800. (818) 967-6763. (148/49)

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Completely stock. Bought new in August 1984. Never raced. Ridden only 10 times. Original tires, handlebars, plastic, etc. $495 firm. (818) 964-6051. (148/49)

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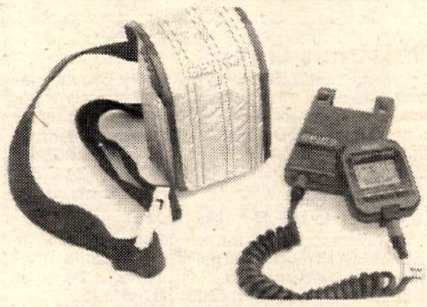
Maintained, in excellent condition. Dialed in stock motor, Pro Circuit suspension. $1500. Also complete enduro equipment for CR. Odometer, 125 seat, Answer oval pipe and skid pan, side stand. Call for prices. Mugen-Showa, Works forks, $250, exchange. (714) 528-0046. (348)



## New Seiko Printing Stopwatch New Toomey Racing Exclusive

This unique stopwatch has timing in hours, minutes, seconds and 1/100 seconds up to 10 hours. Big 3 row display, split on top, lap in the middle and cumulative on bottom. The printer prints time, date, lap #, split lap time and cumulative time each lap. Also it has a clock/calendar function when not using the printer. Comes complete with handy waist belt pack and printer paper. Battery included. Call TOOMEY RACING USA. (213) 539-6542. MC/Visa/Amex or COD. (249/50NWX)

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Ours is stainless steel and requires no cutting or drilling. Eliminates rear fender, moves signals in 2". $39.95 to $49.95. COMPETITION WERKES, Visa, MC, COD. (213) 602-1319. (248NWX)

## ** Ducati 1986 Calendar **

4-color photos (12) of Ducati's, with comments in English. 8½x12 glossy format. Send $20 each. DPL Eurostyle, 1115 3rd St. Mezz., San Rafael, CA 94901. (348/50NWX)

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Dana camper carries two bikes or three wheelers. Excellent condition, nine foot, hydraulic jacks, twelve volt, ice box, stove, twenty gallons water. Ideal for work or play. $1600. 1971¾ Ford truck available. (714) 847-9560. (148)

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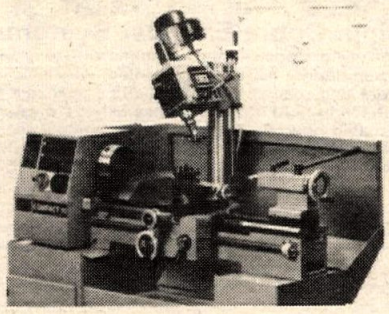
## California Superbike School

Course fee includes leathers, helmet, boots, gloves, and Kerker equipped Kawasaki GPz. Riding seminar by Keith Code, and 40 miles on the track. Upcoming Schools: Willow Springs Feb. 22, 1986. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (241TFN)



Machine shown with optional accessories.

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## RGB 500 Mark 8 Suzuki

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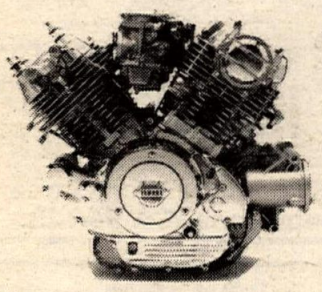
2 hours of the 1985 Spanish ISDE shown day by day. VHS only. Days, (303) 590-2498. Evenings, (303) 599-8728. (345/48NWX)



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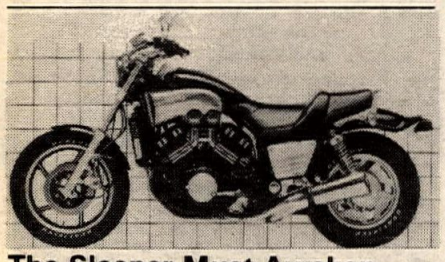

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Awake the sleeping performance of your BOULEVARD CRUISER with a new Dynojet Research Stage I carburetor recalibration kit!! The new Stage I recalibration kits are designed to enhance the performance and driveability of your BOULEVARD CRUISER, without requiring modifications that might compromise your style or comfort. Kits are available for most Japanese custom cruisers through Dynojet Research, 1630 Foothill Dr., Boulder City, Nevada 89005. UPS, COD, VISA, MC. Call or write. (246/50NWX)

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All '85s in stock. Husqvarna 250CR, 500CR, 250XC, 250WR, 510TX — KTM 350 MXC, 250MXC. Zero Down Financing. Open 7 Days. ALBA HONDA. (619) 436-9771. (210TFN)

## 1986 FZ750's
In stock, ready for immediate delivery. Call Henry at Nevada Yamaha. (702) 384-2353. (247/48)

## 26mm Keihin Smoothbores
Fit Kawasaki GPz series, used very little, will ship UPS. $125. Call (717) 352-7462, ask for Randy. (147/48NE)

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High performance 4 into 1 systems with very wide power bands. $219.95 unpainted. Available for street and road racing with baffles available for both. Ninja 600 4 into 1. Cobra Exhaust Systems available now. Both systems are national record holders. WE ARE NINJA SPECIALISTS. HOT BIKE ENGINEERING (415) 658-8275, (415) 657-3864. (148NWX)

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Excellent condition, bark busters, PSI pipe, Answer, new tires. $1200/OBO. After 5 p.m. (714) 797-1712. (147/48)

## 1984 Honda Interceptor 500
Excellent condition. $1900/OBO. After 5 p.m. weekdays, (805) 251-4753. (347/48)

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Benelli 250-4 and Bultaco Streaker 125. Have the following to trade or sell: Yamaha 350TZ E model chassis with TR3 motor, Ducati 450 Desmo special, Moto Guzzi 125 Stornello Sport, 1966 Montesa Impala Sport 250, Bultaco 200 Metralla TSS combination. Also need 1982 RM250. (619) 942-3294. (346/48)

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Immediate delivery! CONCORD KAWASAKI (415) 689-5770. (215TFN)

## 1984 RM125E, YZ125L
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